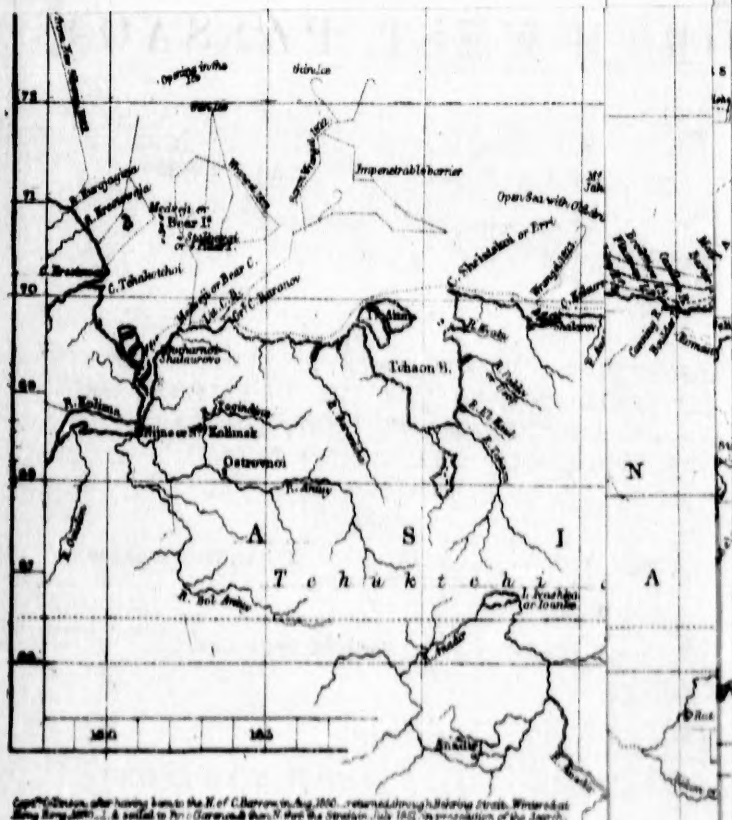




Capt. McIlwain, after having been to the N. of Clifton in Aug. 1800, returned through Halloway Strait, Wintered at King Bay 1800-1, & sailed to Port Clarence then N. West the Strait in July 1802, in prosecution of the Search.

THE
ARCTIC DISPATCHES
CONTAINING
AN ACCOUNT OF THE DISCOVERY
OF THE
NORTH-WEST PASSAGE

By CAPTAIN ROBERT MACLURE

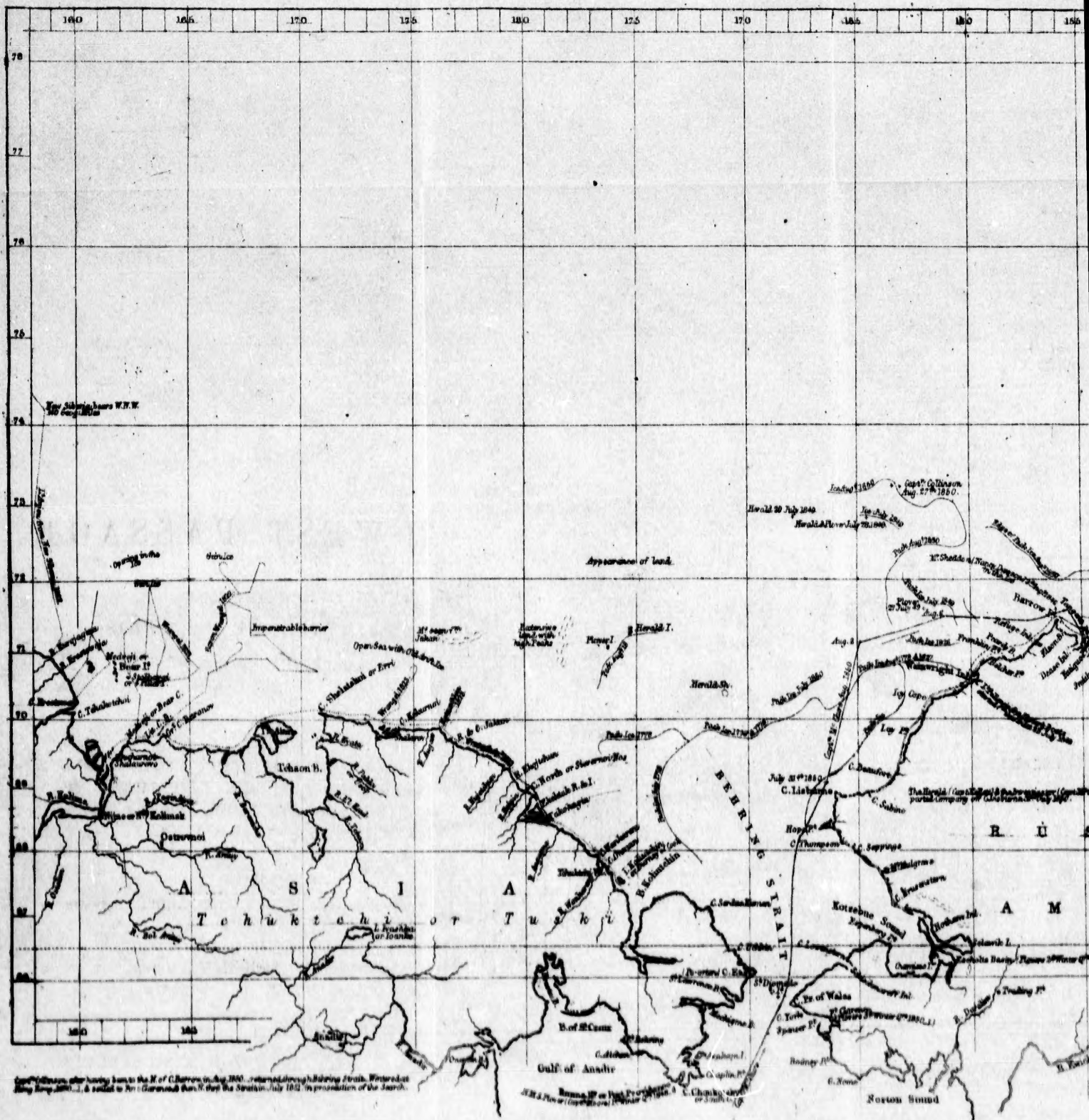
Commanding H.M.S. Investigator.

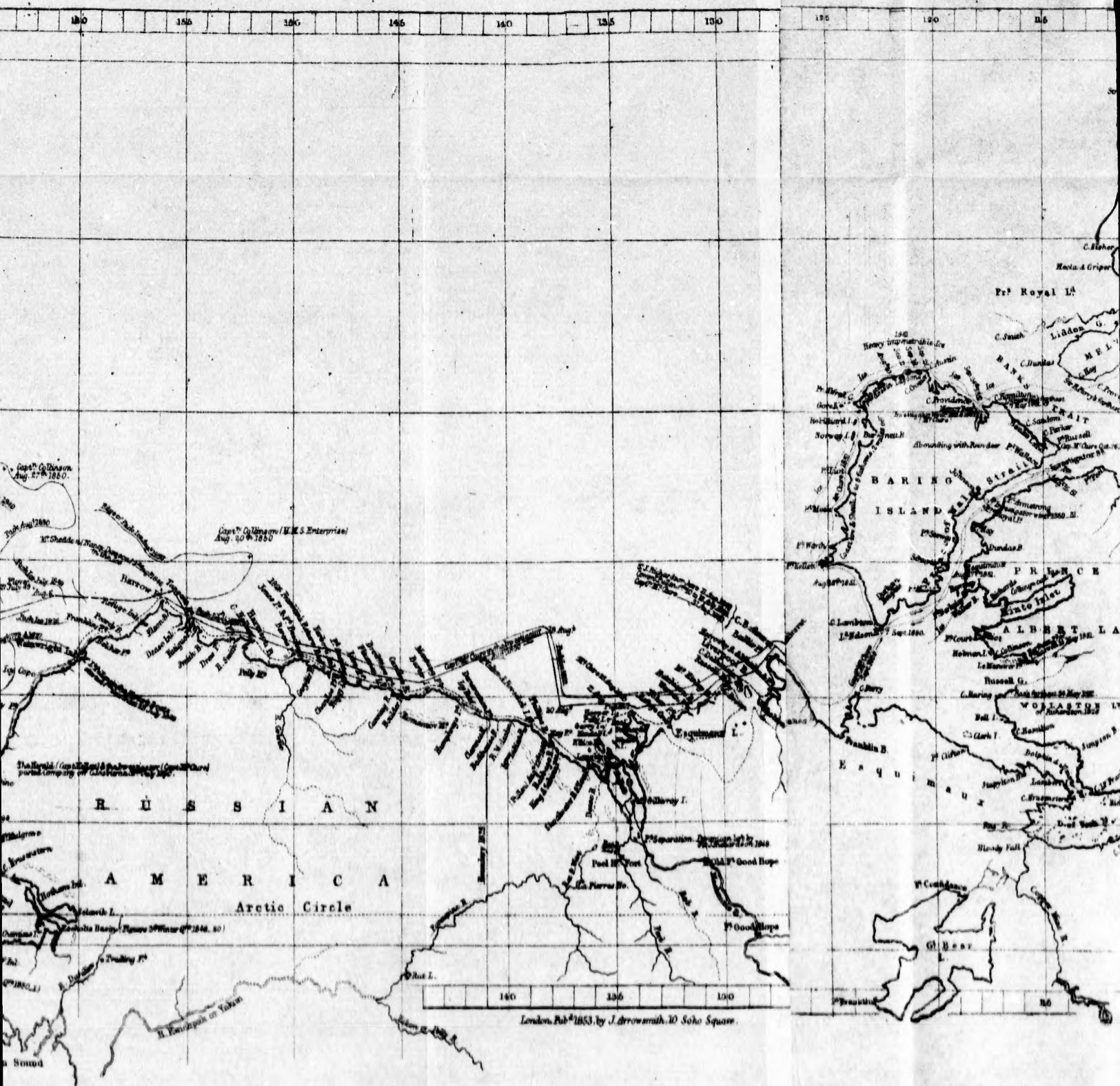
WITH
A NARRATIVE OF PROCEEDINGS OF H.M.S. RESOLUTE,
CAPT. KELLETT, C.B., AND THE DISPATCHES OF
CAPT. SIR EDWARD BELCHER, C.B., CAPT.
INGLEFIELD, AND COMMR. PULLEN.

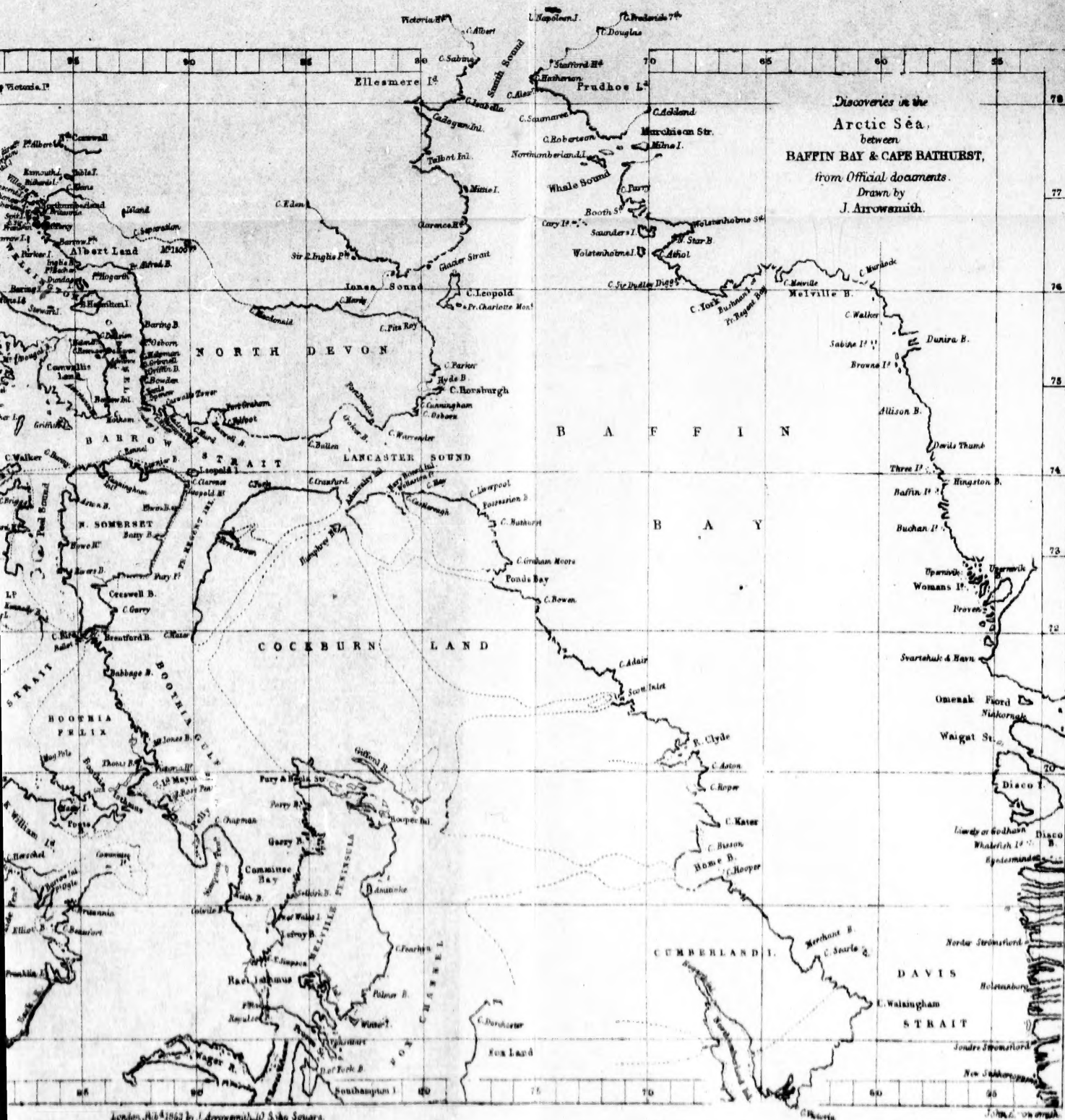
WITH A MAP OF THE DISCOVERIES IN THE ARCTIC REGIONS.

Reprinted from the Nautical Magazine.

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TOWER HILL.







London, Feb^y 1863 by J. Aronson, 161 Soho Square

WALTER SPIERS, PRINTER, GREAT PRESCOT STREET.

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THE NORTH-WEST PASSAGE.

At length the great geographical question of the North-West Passage is solved. At length the oft repeated attempt of above three centuries is crowned with success. Thanks to the daring of her intrepid seamen, England has achieved her favourite project, and that a passage by sea, north of America, between Davis and Behring Straits, is actually to be made, no longer admits of doubt. It has been performed by Captain M'Clure in command of the *Investigator*, one of whose officers, Lieutenant Cresswell, is now in England. How many of England's brave and hardy seamen have been successively repulsed in this attempt; how many have yet penetrated beyond their predecessors and wrested from the barriers of eternal frost another, and yet another, small portion of geographic lore,—have braved the perils of a snow-clad ocean and this in spite of all the terrors of the Arctic winter

“That holds with icy grasp the Polar world”

in bonds of perpetual frost? Let the long list of names in history's page, from the times of Willoughby and Frobisher down to those of Parry and Franklin, bear faithful yet painful record. At length, we repeat, the feat is accomplished, and though all have returned and might have justly said with Baffin “I have seen what mine eyes fain would not have seen,” when he reported the continuity of land at the head of Baffin Bay, yet it has been left for M'Clure to profit by the energy of Parry, and to give the final answer to the long agitated question, “There is a north-west passage.”

Such is the general view of the subject at the present moment. While it is placed vividly before us in the despatches which follow, let us glance over a few of its most remarkable points, both past and present.

The theory of a communication by the Arctic Sea between the Atlantic and Pacific Oceans was a favourite one of old. By England's earliest navigators it was adopted with a degree of zeal and restless determination purely their own. Baffled repeatedly and foiled in their attempts to achieve by it a passage to Cathay, from the days of Elizabeth during each successive reign down to the present, they still returned to the work. But, perhaps, at no period since its commencement has it been so determinedly followed up as it has been in the course of the present peace. No sooner had war ceased in Europe and the fleets of England were left to pursue the vocations of peace

than the spirit of enterprize was awakened once more in the field of Arctic Maritime Discovery. Who is he that cannot associate with this subject the respected name of the late Sir John Barrow. Having himself, in his youth, been as high as the 80th parallel his attention was naturally turned to the subject of the N.W. passage and probability of a polar basin, theories which, at the time they were promulgated, were much ridiculed.

It is now thirty-five years since Sir John Barrow first recorded his opinions on this subject in the *Quarterly Review*. We find him there arguing against Captain Burney (who had sailed with Cook) that Behring Strait was a navigable Strait and not a Gulf, as Captain Burney and many others maintained;—that there would be found a set of the current to the eastward, the waters of the Pacific would be found to flow through the head of Baffin Bay, and down through Davis Strait into the Atlantic, "which bay is no bay at all," said Sir John, "but a cluster of islands, and should be expunged from the chart;"—that a large polar basin was to be found to the northward, in fact, that the very coast line of America formed a part of it, is there laid down by him. When we reflect that all was a blank on the chart of those days, and, as the *Edinburgh Review* remarks, might have been occupied like the charts of the olden times with hideous griffins and ill shaped fishes, we think the reader will agree that the prophetic foresight of Sir John Barrow was not a little remarkable. His energy in following it up is well known. The failure of the first expedition and the opinion that no opening was to be found out of Baffin Bay did not deter him from his purpose. The ridicule, indeed, which he incurred produced no effect on his firm mind; neither was his conviction, founded on a solid basis of reasoning, to be shaken by the failure. No opening might have caught the eye of the voyager, no more than it did that of Baffin, nevertheless, said Sir John, there *must* be one, and Lord Melville, relying on his judgment, dispatched Sir Edward Parry the following year to find it.

How Sir Edward sailed through Lancaster Sound, and took his ships into Winter Harbour of Melville Island, all the world knows; and this was half way to the Pacific Ocean. It has fallen to M'Clure to accomplish the other half; after numerous struggles in the wrong road he has hit the right one, and claims the honour for the British Navy of having discovered the North-West Passage.

Although Mercy Bay, on the northern shore of Banks Island, (called Banks Land originally by Parry,) is yet some seventy miles from the nearest part of Melville Island, the North-West Passage may virtually be said to be completed, as Banks Strait, which separates them, is navigable, but for ice. And it is remarkable that Parry was about a fortnight in reaching Melville Island from Baffin Bay, while M'Clure was about three weeks reaching Banks Island from the west.

The correct view which was taken of the subject by those who framed the instructions to Sir John Franklin, is also remarkable. He was advised to take the first favourable opening after passing Cape Walker to the south-west. Had he been able to do so, (for all is uncertain in ice navigation,) the strait found by M'Clure would have

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led him on to Behring Strait. Failing to get to the south-west, which must have been the case, it was left to him to take the Wellington Channel. Opinions appear to preponderate in favour of Sir John Franklin having taken his course to the west from the head of this channel; a course which if he has adopted must be fatal to him, in spite of the advocates of a Polynia. Were it not that he left no account of such intention on Beechey Island, and, above all, for certain reports about the vestiges of gardens being found there, we might subscribe to that opinion. But wintering, as he did, at the entrance of it, and with our knowledge of the sea discovered by Penny, (although Sir Edward Belcher says he saw more than he should have seen,) we cannot think that Sir John Franklin took that course, from his not having left any notice of his intention at Beechey Island—a place of all others, where, knowing he had passed one winter, we had a right to expect it. We say he passed one winter—who can say he did not do more than that, when vestiges of gardens are reported, in the early dispatches, to have been found, things which require a summer's sun, and time to attend to them. That some sad catastrophe has befallen Franklin's expedition, we are justified in concluding by the length of time which has elapsed since it sailed. Who can say that his ships were not driven on shore, as the *North Star* has been, by the ice. Erebus and Terror Bay, formed by Beechey Island, is not that sheltered place, according to Captain Inglefield, that it was supposed to be. If the *North Star* lay a whole winter on shore, as she has done, the same might have happened to Franklin's ships. But, alas, never was mystery as yet more complete than that which hangs over them. We have, first, a long unaccountable absence; we have then the discovery, five years after their departure, of where they assuredly were, but nothing to tell us whither they would next go; we have then the rumours of distress, and ill-treatment of people by Esquimaux; we have then deserted ships seen on ice—no phantom ships were these; and again from the West we have rumours of a boat and her crew, and suspicious looking Indians. Were the ships those of Franklin? Was the story of the distressed party true? Was the boat and her crew a resolute party from him, determined on penetrating to the south-west? We could put an endless string of questions, but who can answer them? All that we do know is, that the ships were assuredly at Beechey Island, and that nothing was found there to direct our further search for them. Mystery and mismanagement in this most important particular still hangs over the fate of the unfortunate Franklin. Will Sir Edward Belcher clear it away? We have little hope of that. Possibly more may be learnt from some distant Esquimaux, or some articles known to have belonged to his party by some fortuitous circumstance coming to light. Such may hereafter lead to the discovery of their fate.

Let us, however, turn from the sad picture; but not without paying our tribute of heartfelt respect to the memory of the gallant Bellot. His indeed was a perilous undertaking, and he, poor fellow, became another martyr in the cause of Arctic discovery. Our own personal knowledge of him can realize easily all the noble sentiments which

Captain Pullen has expressed; those qualifications of the mind which constituted him the officer and the man, the beloved friend and faithful companion in enterprise and danger! Alas, poor Bellot!*

But is there no one else to engage our sympathy? What has become of Collinson? Will Sir Edward Belcher tell us something of him? From his expressed opinion of the icy sea to the N.W. of his position in Northumberland Sound, we have little hope there. And yet to the West we must look for him. All we know of him at present is, that he passed the Strait (Behring) in 1851. One summer sufficed for M'Clure to reach Banks Island. But two summers have not sufficed for Collinson—and here is a third in which we are still looking for the intelligence of his presence anywhere to reach us. How long must we wait for an answer?—another and another year? Has he taken the ice to the Northward? the report of Sir Edward Belcher on that subject awakens all our fears for him. But had he been to the Southward why have we not heard of him? Again we must submit to suspense and look now for further intelligence from the North, when our anxious inquiries will not only be for vestiges of Sir John Franklin's party, but also is Collinson safe?

The reader of our collection of the Arctic dispatches is referred to the little chart from the hand of our first of geographers Arrowsmith. It will place him in possession of the relative situations of the main features of the question. With the information that Behring Strait is about as far West of Banks Island (Land) as the East side of Baffin Bay is East of it, he will have a sufficiently clear conception of the whole Arctic Sea in question. But there is a very remarkable coincidence, we will call it, in one part of it to which we cannot help alluding. On the 24th of May, 1851, an officer of Captain M'Clure's ship, Mr. Winniett, was at his furthest East position, and on the 23d of May, 1851, Lieut. (Com.) Sherard Osborn, of Capt. Austin's expedition, was at his furthest West position. Thus the two expeditions, one from the West and the other from the East, approached each other within about 70 miles, and that, too, only a day apart. A similar occurrence took place with Pullen and M'Clure, being close to each other, in 1850, without knowing it; and another in 1826, when Capt. Beechey's party and Sir John Franklin himself turned back from each other in opposite directions about 140 miles apart at the same time. These are, however, among the curiosities of the arctic regions.

We now proceed with the dispatches; and first that of Captain Inglefield, who brought us the rest of the interesting letters which accompany them.

* We find by the following, which appears in the *Daily News*, that it is intended to raise a monument to his memory:—

MONUMENT TO THE LATE LIEUTENANT BELLOT.—Lord John Russell and the Earl of Ellesmere have requested Sir Roderick Murchison to place their names on the list of the committee, for the purpose of procuring the erection of a monument to the memory of the late gallant French officer, Lieutenant Bellot, and have authorized him to announce that they are ready to contribute liberally to the laudable object.

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H.M. steam-ship *Phoenix*, off Thurso, Oct. 4.

SIR,—I have the honour to report to you, for the information of my Lords Commissioners of the Admiralty, my arrival from the Arctic regions, bringing with me the important intelligence of the safety of the *Investigator*, and the discovery of the North-West Passage, though, unhappily, without finding the slightest traces of the missing expedition, either by this route, or on the field of search occupied by the squadron under Sir Edward Belcher's command.

I am the bearer of dispatches from that officer and Captain Kellett, and Lieut. Cresswell, of the *Investigator*, whom I appointed from the *North Star* as supernumerary to this ship, is charged with the letters and journals of Commander McClure.

As his journal is of considerable length, I will endeavour to acquaint you with the substance of it, that their lordships may thus be early informed of the leading features of the *Investigator's* discoveries; but, ere I enter into this matter, I deem it to be my duty to acquaint their lordships of the result of the expedition I have the honour to command, and though I have carried out their lordships' instructions to the letter, and, I trust, to their entire satisfaction, it has not been without great difficulty, considerable peril to the safety of this vessel, and the total loss of the *Breadalbane* transport, without the loss of a single life.

This unfortunate event, which occurred on the morning of the 21st of August, off Beechey Island, no human power could have averted; and my own vessel, which at that time had the transport actually in tow, barely escaped a similar fate, receiving a severe nip, which rose the stern several feet, and arched the quarter-deck, destroying the rudder and screw; one of the beams forward was sprung, and the port bow partially stove, breaking one of the riders and forcing in the planking. The latter damage, there is some doubt, may have been sustained in a heavy gale on the morning of the 18th of August, when the ship was severely nipped off Cape Riley. The icemaster is of opinion it was received in Melville Bay, while forcing a passage under full steam through some heavy ice; however this may be, I have little doubt but that for the solid nature of the stowage of our hold, and the strengthenings fitted in England, we must have shared the same fate as the unfortunate *Breadalbane*.

By the *Diligence* their lordships will have been informed of my proceedings up to the time of my arrival at Disco. I will, therefore, now briefly state what we have since done, and then, in obedience to the fifth clause of their lordships' orders, relate what information I have obtained with reference to the expedition, and the discoveries which have been made.

On leaving Disco I proceeded, with the *Breadalbane* in tow, to Upernavik, there to obtain dogs, and to communicate with the Inspector of North Greenland concerning the disposal of the *Rose of Hull*. On the afternoon of the 14th of July we reached this place, and the ships heading off while I landed, in two hours we proceeded up the coast.

The following day, passing Cape Shakleton in a calm, I took advantage of the fine weather to obtain some looms from the Rookery for

the use of the Arctic ships, and in three hours we obtained a sufficient quantity to give each of our own vessels a day's fresh meat, reserving enough to supply the *North Star's* crew with provisions for ten days, independent of the sheep we brought from Ireland.

On the 16th of July we entered Melville Bay, and found it packed with ice, in some places very heavy, from recent pressure, and the land floe unfortunately broken away, thus depriving us of the advantage of its edge for docking the vessels, in case of a threatened nip.

On the 11th of July, owing to damage sustained in the ice, it became necessary to shift the screw, and this was done while beset among heavy floes, almost out of sight of land. From the mast-head no land could be seen at mid-day, or, indeed, any water but the pool in which the ships were afloat, but at midnight we proceeded along a narrow lane which opened away to the northward.

Thick fogs and southerly winds, which closed the ice up, prevented our getting through Melville Bay till the 25th of July, when we stretched away from Cape York for Cape Warrender. Fog prevented our taking observations while crossing over, and experiencing a strong southerly set we found, on the weather clearing, that the ship was within two miles of Cape Liverpool, though we had steered for Cape Warrender with due allowance for currents.

Reaching over to the north shore, (which we then kept close on board,) we steered up Lancaster Sound, passing large floes which were driving to the westward.

On the morning of the 29th of July we found a barrier of ice stretching from shore to shore, and which evidently had never broken away this season. We followed its edge for several miles in the hope of finding a lane through, but were eventually obliged to bear up for Dundas Harbour (in Croker Bay) there to await a change.

In coasting towards this anchorage we were surprised at beholding several tents pitched on a point six miles to the westward of Cape Warrender, but shortly found them to be the habitations of a party of Esquimaux, who had come over from Pond Bay. Among these people I found many preserved meat and potato tins, the former bearing Mr. Goldner's name, candle-boxes, some spars, and other government stores, which led me to fear that they had visited the depot at Wollaston Island.

In Dundas Harbour we lay for eight days anxiously awaiting the breaking up of the ice; and on the 6th of August, hoping that I might be able to examine, and if necessary remove, the stores from Wollaston Island, we got under way and stretched across in that direction; but heavy hummocky ice prevented our even sighting it, and we were forced to bear up again for the north shore. By this time a light north-westerly wind had eased off the ice, and I determined to push on as far as practicable under steam. The wind holding for forty-eight hours, we were fortunate enough to reach Beechey Island on the 8th of August. In many cases the ice opened just as we reached a block, which would otherwise have stopped our progress; and we were told by the officers of the *North Star* that no water was to be seen

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from Cape Riley the day before we arrived. Thus their lordships will perceive that no time was lost in reaching our destination.

Erebus and Terror Bay was full of heavy hummocky ice, of great thickness, impervious to the saw or the blasting cartridge, and too rough and too much inundated with deep fresh-water pools to admit the possibility of landing the stores on Beechey Island, or putting them on board the *North Star*, (a mile and a half distant,) according to my orders.

I had, therefore, no choice but to place them in what I deemed the most convenient and practicable position, and, in my capacity as senior officer at Beechey Island, determined on Cape Riley as the fittest spot, and even more accessible than the island.

Accordingly on the following morning we commenced our work, and having secured the transport in a bight of the land ice, immediately abreast of the steep cliff, the people were now set to work, watch and watch, night and day. To expedite the service, I ordered all hands to be sent from the *North Star*, with their hammocks, and desiring them to be victualled from our ship. The time was thus saved which would have been lost by their going and returning to their vessel, upwards of two and a half miles distant.

The steamer lay with her fires banked up, and her hawsers in, ready, at a moment's warning, to take the transport off-shore, in case of the ice closing; and now, everything being set forward systematically, and 130 tons of coal landed in the first thirty hours, I determined to proceed myself up Wellington Channel, by boat and sledge, in search of Captain Pullen, who had been absent from the *North Star* a month; and, as his provisions must have been expended, there was some apprehension as to his safety.

I had the double motive of desiring to convey to Sir Edward Belcher his dispatches, as it would only be by such means he could possibly learn of my arrival until next season, unless he should return to Beechey Island.

I started in my whale-boat, with a month's provisions, at 9 a.m. on the 10th of August, leaving written orders with the First Lieutenant, a copy of which I enclose, marked "M 1," in case of any unforeseen casualty preventing my return to the ship by the time the transport was cleared, to run no risk of the ships being caught for the winter, but to proceed to England without me.

Wellington Channel was then full of ice, and so rough with large cracks and pools that it defied sledging, excepting with a strong party. Landing, therefore, on Cornwallis Island, a little above Barlow Creek, we made an attempt to carry a small punt over the ice, but this proved ineffectual, and I determined at last to proceed with Mr. Alston, mate of the *North Star*, and two men, by land, to Cape Rescue. Each carried a blanket bag, with a fortnight's provisions, and reached, with much exertion, the Cape, at 5 p.m. of the 13th of August. A piece of open water off Helen Haven prevented our proceeding further, and here we learnt by notice of Captain Pullen's return to his ship, and his having communicated with Sir Edward Belcher.

Depositing in the cairn duplicates of their lordships' dispatches for that officer, we commenced our return, and reached the tent on the fifth day of our absence, footsore and much exhausted with this new mode of journeying in the Arctic regions, having travelled 120 miles; sleeping without shelter on the bare beach, at a temperature several degrees below freezing point, was a trial for all, more especially as we could not eat the pemmican, and subsisted wholly on biscuit and tea, with the exception of a few dovekies which I shot.

Up till the 12th of August Wellington Channel was blocked with ice as far as the eye could reach. The plan marked "O 1" shows its position at this date, and the alteration I have made in the coast line of the western shore.

It is remarkable that we traced and followed, for many miles, the dog-sledge tracks of Mr. Penny, as fresh upon the sandy beach as though they had been made the day previous, and it must be remembered that these were originally upon ice.

I returned to the ship on the afternoon of the 15th of August, and found that wind and changes in the ice had obliged the first lieutenant to move the transport away from Cape Riley, and that the process of unlading had been carried on but slowly by means of sledges; 856 packages had, however, been transported to the *North Star* by these means.

On the 17th of August a heavy gale from the south-east set the ice on to the Cape so suddenly and with such violence that both ships narrowly escaped being lost. The *Phoenix* was severely nipped, the ice bearing down upon her with such force that the six hausers and two cables laid out were snapped like packthread, and the ship forced against the land ice, lifting her stern five feet, and causing every timber to groan. The hands were turned up to be ready in case the ship should break up, though there would have been small chance, in such an event, of saving a man, as the wind blew so violently, with snow, that it was impossible to face it, and the ice in motion around the ship was boiling up in a manner that would have defied getting a safe footing to the most active of our crew.

The plan marked "C 2" will show the manner in which we were driven continually away from Cape Riley by pressure from ice until the 20th of August, when the *Breadalbane* was carried out among some floe pieces and set into the Straits. I pushed out under steam into the pack, and then only with considerable difficulty.

Having once more got her alongside the derrick, we commenced to clear with all hands, as I intended to finish the work without cessation if we laboured all night.

While thus employed, I received by an official letter from Captain Pullen, a copy of which I enclose, marked "L 1," a report of the melancholy intelligence of the death of M. Bellot, who had been sent by Captain Pullen on his return during my absence, to acquaint me of the same, and to carry on the original dispatches to Sir Edward Belcher. This unfortunate occurrence took place on the night of the gale, when M. Bellot with two men were driven off from the shore

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on a floe; and shortly after, while reconnoitering from the top of a hummock, he was blown off by a violent gust of wind into a deep crack in the ice, and perished by drowning. The two men were saved by a comparative miracle, and, after driving about for thirty hours without food, were enabled to land and rejoin their fellow-travellers, who gave them provisions, and then all returned to the ship, bringing back in safety the dispatches, but three of them fit subjects only for invaliding.

A separate letter will give their lordships further information relative to the death of this excellent officer, who was sincerely regretted by us all. His zeal, ability, and quiet unassuming manner, made him, indeed, beloved.

The ice closing again obliged us to quit Cape Riley before midnight, and, in endeavouring to push the ship into a bight in the land floe, the *Phoenix* touched the ground, but came off again immediately without damage. The whole night was spent in struggling to get the ships into a place of security, but the ice drove both vessels fast to the westward, when at 3.30 a.m. of the 21st of August, the ice closing all round, both vessels were secured to a floe edge, but with steam ready to push through, the instant the ice should loosen.

Shortly, however, a rapid run of the outer floe to the westward placed the *Phoenix* in the most perilous position. I ordered the hands to be turned up, not that aught could be done, but to be ready in case of the worst to provide for their safety. The ice, however, easing off, having severely nipped this vessel, passed astern to the *Breadalbane*, which ship either received the pressure less favourably, or was less equal to the emergency, for it passed through her starboard bow, and in less than fifteen minutes she sunk in thirty fathoms of water, giving the people barely time to save themselves, and leaving the wreck of a boat only to mark the spot where the ice had closed over her. Anticipating such a catastrophe, I got over the stern of the *Phoenix*, as soon as the transport was struck, and was beside her when she filled, and can unhesitatingly state that no human power could have saved her. Fortunately, nearly the whole of the government stores had been landed.

Enclosed, a list marked "L 2" sets forth the quantity and kind of stores that were landed at Cape Riley and Beechey Island; also what were lost in the transport.

Having taken on board the shipwrecked crew, every precaution was used with regard to the safety of Her Majesty's steam-vessel; but it was not till the morning of the 22nd of August that we succeeded in getting her to a safe position in Erebus and Terror Bay, where the ship was again secured to the land floe.

I now resolved to lose no time in getting to England; but, that I might have the advantage of the latest intelligence from the Arctic squadron, I determined upon taking the opinion of the icemaster as to the latest date he considered I could safely remain at Beechey Island. Enclosed, marked "L 3," is a copy of this report, and now I must beg to refer their lordships to the general orders from the senior offi-

cer,* delivered to me by Captain Pullen on his return from Sir Edward Belcher, and while their lordships will readily understand how awkward was the position in which I thus became placed, still it was not without very serious deliberation, the written opinion of Captain Pullen upon the subject, a copy of which I enclose, marked "L 4," and the authority as granted to the senior officer at Beechey Island by their lordships' memorandum, May 11, 1853, that I replied to Sir E. Belcher's order by a letter, the copy of which, marked "L 5," I enclose, and which I acted on; delaying to the last moment (and two days after my icemaster advised our departure) with the hope of Sir Edward Belcher's arrival.

Their lordships will, I trust, bear me out in the steps I have taken, and though I feel how serious is the responsibility I have thus incurred, it has been done with the single motive of the public good, and acting up to the full spirit of my instructions.

On the 24th of August I sailed from Beechey Island, but was shortly forced to take shelter in a little harbour we discovered, and were obliged to run into in a fog. This harbour, eight miles east of Cape Fellfoot, a plan of which I enclose, marked "C 3," I named Port Graham, and it is a well sheltered position, with good anchorage and fresh water; many hares were seen, and nine shot.

Here we lay during a violent gale from the eastward, which was so furious in the gusts that, though the ship lay under the lee of a lofty hill, she drove with two anchors ahead, until she brought up in forty fathoms of water.

The gale set vast bodies of ice up the Straits, until it came to a dead stand, doubtless from it having filled up the whole channel to Beechey Island, and most fortunate was it that we got away when we did. For two days not a spoonful of water could be seen from the neighbouring hill; and the temperature falling rapidly, with the prospect of an early winter, I began to fear we had found our winter quarters: indeed, it was a matter dependent entirely on the wind whether we should get out this season. A watch was set to report the state of the ice; the icemasters and officers frequently visiting the look-out-hill; on the morning of the 31st of August the ice commenced to move out of the harbour, and, carrying the ship with it, we narrowly escaped being driven into the pack, which was only prevented by slipping the cable (with a hawser attached) and forcing the vessel, under steam, through a crack in the floe. The hawser was cut through by the ice in endeavouring to recover the anchor, which was thus lost. I now deemed it advisable for the safety of the vessel to proceed to the inner bight of the harbour, which, lying behind a shallow spot, perfectly secured her from ice driving in or out, and, should we be unable to get away this year, would prove a good position for winter quarters.

I was ill-prepared for such a contingency, as we had not left on board sufficient provisions for our now much increased crew, having

* Marked "M 2."

the people of the three other vessels of my squadron with me, besides supernumeraries and invalids.

In the evening a small crack along the north shore to the eastward was observed, and we immediately shipped the anchor and steamed up, but it closed ere we could reach it; we therefore returned for the night; but in the morning I was glad to find it again opened, and we proceeded under full steam and sail, with a light northerly wind, towards the eastward. Nothing but a powerful steamer could have effected her escape at that period; and now, with one or two slight detentions for a couple of hours, we made out of the Straits, passing Cape Warrender on the morning of the 2d of September; and here I beg you will call their lordships' attention to this position as one well applicable for a dispatch rendezvous.

During my stay at Port Dundas, (which is immediately under the cliffs forming Cape Warrender,) I ordered a large cairn to be built on a remarkable rocky peninsula at its entrance. This cairn is upwards of 16 feet in height, 20 feet in circumference, and painted red with a white cross. Its position is such that a vessel sighting Cape Warrender must perceive it, and as nearly all the whalers every year sight this cape, I conceived it to be an admirable position (should their lordships desire to send any dispatches to Sir Edward Belcher next year by the whalers) for these dispatches to be deposited.

For sailing marks I have made sketches of the coast in two positions. Among the drawings are three views, marked "D 1 and 2," duplicates of which I have left with Sir E. Belcher; and I believe it to be Capt. Pullen's intention, unless directed otherwise by his senior, to have an officer and party ready to receive any communication next year, and, in return, to forward his intelligence by the same opportunity. Should a government vessel be sent out from England, she would of course carry the party on to Beechey Island.

With light winds we succeeded in getting out of Lancaster Sound on the 3d of September, the ice proving unfavourable for examining the depôt at Wollaston Island, which I had intended doing.

We arrived at Lievely, Disco, on the 9th of September, and immediately commenced coaling. The barometer threatening a southerly gale, induced me to pass through the Waigat to escape it, and in the darkness of night, running under full sail and steam, we were nearly going stem on to an iceberg 100 feet in height, to avoid which we rounded to within half pistol-shot of a rock awash at the entrance of the Moligate, and which, though not laid down in the charts, we supposed the ship was well clear of; a strong set through the channel to the northward must have caused this deception.

While the coaling was being completed I made arrangements with the inspector of North Greenland concerning the disposal of the hull and spars of the stranded whaler *Rose*.

For the more convenient disposal of her remains I blew her up, and having landed, and placed under charge of the governor, the masts and spars, with a list of their prices, (a copy of which, marked "L 6," I enclose,) we took on board for firewood such of the debris of the hull

as would otherwise have been appropriated by the Esquimaux, leaving the remainder convenient firewood for vessels touching there, to be obtained at 14s. a fathom, the price to be received by the governor, and remitted by the Danish government to the British Admiralty for the benefit of the underwriters.

Having completed these arrangements, coaled, watered, and refitted, we were detained two days longer, by a strong N.E. gale; but on the morning of the 17th of September, proceeded to sea.

At Lieveley I obtained information of a coal mine about 26 miles from the harbour, on the southern shore of the island, and I am told that the coal to be obtained here is in such quantities that a ship might take 1,000 tons. For burning in stoves it is preferred by the Danes to English coal. I obtained a sufficient quantity of an inferior sort to make trial in our boilers. A copy of the chief engineer's report I enclose, marked "L 7," and I have retained on board four casks of this fuel for their lordships' disposal.

On the 18th of September I put into Holsteinbourg to obtain sights, to complete our meridian distances, and satisfy me as to the rates of our chronometers. In this harbour (a complete survey of which, made by Mr. Stanton, the master, during our first visit, and which is marked C 4) we found the *Truelove*, Captain Parker, which had put in the day previously with her bow stove; she had received this damage among the ice in the gale of the previous Wednesday. I rendered her every assistance, with a carpenter and stores, and towed him to sea at daylight, on the morning of the 20th of September, carrying him out to an offing of 60 miles. He reports that all the whalers were caught among the ice in that gale, and he much feared they had received some damage, but, upon his acquainting me they were all in such close company that the crews of any disabled vessels would surely escape to the others, I did not deem it necessary to delay my return to England by going over to the fishing-ground.

Since rounding Cape Farewell, a succession of strong northerly and westerly winds have favoured our return, and we sighted land on the 3rd instant.

And now, Sir, I beg to relate, in a summary manner, the intelligence gleaned from the searching squadrons; and first, with reference to Sir Edward Belcher, I have little else to say but that he wintered in a spot he had named Northumberland Sound, in lat. $76^{\circ} 52' N.$, and long. $97^{\circ} W.$, near the position now marked in the charts of Wellington Channel as Cape Sir John Franklin. From Captain Pullen I learnt that not the slightest traces of the missing expedition had been met with, either by this or the western branch of the searching squadron, and that it was evidently the intention of Sir Edward Belcher to return to Beechey Island as soon as possible. For the rest, Sir Edward's dispatches will convey all further information.

Captain Kellett wintered at Dealy Island, Melville Island. He had a narrow escape of losing his ship on the night of his departure from Beechey Island; she grounded off Cape Colbourn, and was only got

off after the ice had set down upon her, casting her over on her broad-side, and with the loss of sixty feet of her false keel.

It was a party from his vessel that discovered the dispatch of Captain M'Clure at Winter Harbour, and was thus led to the *Investigator's* position, a brief account of the voyage and discoveries of which vessel I will now relate.

Their lordships will remember that it was on the 6th of August, 1850, that the *Investigator* was last seen running to the north-eastward with studding sails set. They rounded Point Barrow with much difficulty.

At the River Colville, in 150° W., they were detained some days, and then thick weather, fogs, and contrary winds set in, the latter proving rather an advantage to us, as it kept the ice open, and the necessity of working to windward between the polar pack and the gradually sloping shore gave them the means of avoiding dangers. On the 26th of August they reached the mouth of the Mackenzie, the pack at this part being upwards of ninety miles distant. On the 30th they were off Cape Bathurst.

When at Cape Parry open water to the northward induced Captain M'Clure to push for Banks Land, and when about sixty miles from this cape they fell in with an unknown coast, which was named Baring Island. Passing up a strait between this island and a coast that was called Prince Albert Land, they reached the latitude of 73° , where ice impeded their further progress. The season suddenly changing, the ship was beset and forced to winter in the pack. Drifting to the southward, they were ultimately frozen up in lat. $72^{\circ} 40'$ N., and long. $117^{\circ} 30'$ W.

The travelling parties in the spring found no traces of the missing expedition, but discovered and laid down much of the adjacent coasts.

On the 14th of July, 1851, the ice broke up, and, freeing the ship, an endeavour was made to push to the northward towards Melville Island, but an impenetrable pack in lat. $75^{\circ} 35'$ N., long. 115° W., precluded their completing what their autumn travelling parties had proved to be the north-west passage. An attempt was now made to round the southern shore of Baring Island, and proceed up the west side: and with great peril to the vessel they succeeded in reaching as far as lat. $74^{\circ} 6'$, and long. $117^{\circ} 12'$, where they were frozen in on the 24th of September, 1851, and have never since been able to move the ship. Their record was deposited at Winter Harbour the year following Commander M'Clintock's visit, while employed on Captain Austen's expedition.

There are two remarkable discoveries mentioned in Capt. M'Clure's journal, viz., some smoking hillocks and a petrified forest. He also states that during his intercourse with the natives he only once met with any hostile demonstrations. This occurred at Point Warren, near the *Mackenzie*, where, on attempting to land, two natives, with threatening gestures, waived them off; it was not without much difficulty that they were pacified, and then they related that all their tribe but the chief and his sick son had fled on seeing the ship, alleging as a

reason that they feared the ship had come to revenge the death of a white man they had murdered some time ago. They (through the interpreter) related that some white men had come there in a boat, and that they built themselves a house and lived there; at last the natives murdered one, and the others escaped they knew not where, but the murdered man was buried in a spot they pointed out. A thick fog coming on prevented Capt. M'Clure from examining this locality, which is much to be regretted, as here is the probable position in which a boat party endeavouring to return by the *Mackenzie* would have encamped.

I have now only to state further for their lordships' information on this head, that Commander M'Clure had made arrangements for deserting the ship, to have been carried out a few days later than the opportune arrival of the officer from the *Resolute*, and that Captain Kellett sent his surgeon to report upon the health of the crew. He also desired that should there not be among them twenty men who would volunteer to remain another winter, Captain M'Clure was to desert his vessel. The *Intrepid* was expected at Beechey Island with the crew, and Sir Edward Belcher had ordered the *North Star* to be prepared on her arrival to proceed to England, sailing on the 1st of September, and to leave the *Intrepid* at Beechey Island in her stead.

I have now, in concluding the intelligence gained concerning the Arctic searching squadrons, to acquaint their lordships of the dangerous position in which the *North Star* passed the winter. Shortly after I left Beechey Island in my yacht, the *Isabel*, a violent gale which I encountered in the straits drove the *North Star* on shore, where she remained during the whole winter, and was only got off this spring with much difficulty.

Herewith I enclose a chart, showing the tracks of the vessels of my squadron on their outward voyage, and this vessel homeward; also, the several alterations and additions made in the coast line of Greenland. This is marked C 5; also, a chart on Mercator's plan, marked C 6, showing the north-west passage, with all the latest discoveries, and the coasts explored by each expedition up to this date, in search for the missing squadron.

From C 1 to C 6 are the surveys and plans made during the voyage, and alluded to in this dispatch. From L 1 to L 7 are the copies of letters therein spoken of, and enclosures M 3 to M 10 are copies of the memorandums and orders issued by me as senior officer at Beechey Island.

The drawings sketched from D 1 to D 24 are made, exhibiting several positions of the ships during the voyage, and headlands, coastline, and views taken at different times; also a drawing of the *Investigator*, wintering in the pack, made from a sketch, and the description by Lieut. Cresswell.

In natural history we are able to add a large collection of minerals to our museum, nearly a thousand specimens of ores and earthy substances have been obtained at different parts of the coast of Greenland. Specimens also of the flower, leaf, and root plants, of all the kinds we

have been made acquainted with, are carefully preserved; and such crustaceous and other creatures from the animal kingdom as our limited means have allowed us to collect, are prepared for the naturalists.

A careful meteorological journal has been kept, a tide register at Holsteinberg, and a great many observations made on the direction, dip, and force of the magnet. These have been carried on by Mr. Stanton and the late lamented M. Bellot, whose industry in this branch of science is well proved by the mass of valuable matter he has left behind.

I have only now to beg their lordships will accept my assurance of the perfect satisfaction I have received in the conduct of every officer and man in the expedition during a period of incessant labour, continual hardship, and frequently imminent peril; each has done his duty with a zeal and alacrity that I find it hard to individualise.

On all occasions I have received the most prompt co-operation from my first lieutenant, Mr. Elliott, who, as an old officer, I would beg to recommend to their lordships' notice.

Among our numbers six only of the officers and men had been among the ice before, yet I invariably found them as active in their employment, while engaged with that treacherous element, as the most experienced whalers; and whatever the service, the danger, or the emergency, I had only to order and it was promptly executed. Without such hearty co-operation on the part of both officers and men, I must say I could scarcely have completed all that has been done; and I have only further to state for their lordships' information that to the officers this expedition has been a very serious expense. Obligated to equip themselves and store their mess for an Arctic winter, they have returned to England, after an absence of little more than four months from the time they sailed from Cork, and thus their pay cannot cover the expenses of such a costly outfit. It is more particularly heavy to the juniors, whose expenses were the same, while their pay is considerably less.

My remark book contains much information I have gathered during the voyage upon many subjects, and this accompanies my charts and drawings.

I beg you will assure their lordships of my anxiety to learn of their approval of my proceedings, more especially as I found it necessary upon so many occasions to take upon myself a responsibility which nothing but the circumstances in which I was placed could otherwise have justified. I especially refer to the dispatch of the *Diligence* to England, and the delicate task of disregarding the orders of my senior officer.

I omitted to mention that on our return south through Baffin Bay, we tried for soundings at a spot marked in the track chart, with 2,870 fathoms, without getting bottom. The line was upwards of three hours and a half in running out, and the lead employed more than a half hundred weight.

I have also to state, in conclusion, that I ordered Mr. McCormick to join my ship for a passage to England, learning that he had finished the work that he was appointed to the *Norh Star* to perform, and his

desiring to leave the ship. I also ordered, as per Memorandums 3, 4, 6, 8, 9, and 10, certain exchanges among officers and men belonging to this ship and the *North Star*.

The pay-books of this ship are made up, and are enclosed with the dispatches.

I have the honour to be, Sir,
Your most obedient, humble servant,
E. A. INGLESFIELD, Commander.

Admiralty Office, Oct. 7.

Sir,—I have the honour to acquaint you for the information of the Lords Commissioners of the Admiralty, of my arrival in London this morning, with Captain Inglesfield, of H.M.S. *Phœnix*, having been charged with Captain McClure's dispatches by Captain Kellett, of H.M.S. *Resolute*, which are herewith transmitted, together with a copy of the orders I received from Commander McClure and Captain Kellett.

I have the greatest satisfaction in reporting, that during the prolonged service on which we were employed in search of the crews of the missing ships, we have only lost three men,—in the spring of the present year.

I left the *Investigator* on the 15th of April last, in the Harbour of Mercy, lat. $74^{\circ} 6' N.$, long. $117^{\circ} 45' W.$, and, crossing the ice with sledges, reached the *Resolute*, at Melville Island, on the 2nd of May.

Assisted by a party from the *Resolute*, I reached the *North Star*, Beechey Island, on the 2nd of June, with Lieut. Weymouth, whom it gives me great pleasure to speak of in the highest terms.

I have the honour to be, Sir, your most obedient servant,
A. G. CRESSWELL, Lieutenant,
H.M.S. *Investigator*.

By Robert McClure, Esq., Commander of H.M.
Discovery Ship *Investigator* and Senior Officer Present.

Considering it of the utmost importance that the crew should be divided, as the only means of carrying the views which I entertain into effect—viz, the probability of being thereby able to extricate and carry home the ship, or failing in the accomplishment of such design, to be enabled to meet the exigencies of another winter in any part of these seas, without the risk of suffering from starvation, which must inevitably follow with the whole complement on board; I therefore deem no further preamble requisite, but direct your attention to the following:—

Having most opportunely received intelligence, conveyed under very severe and trying circumstances by Lieutenant Pinn, from Captain Kellett, C.B., of H.M. discovery ship *Resolute*, now most providentially wintering at Dealy Island, that has allayed the great apprehension, which I otherwise could not have divested myself of feeling, for the safety of those engaged in the execution of a service so hazardous,

you will consequently, upon the 15th of the present month, or as soon after as the weather will permit, proceed to the island mentioned in the preceding paragraph, taking under your command such officers and men as are selected for detachment.

Several will require great care and attention from the debility occasioned by the epidemic that has throughout the late very severe winter afflicted them, consequently you will not allow the laudable anxiety which might urge you to accomplish the journey by undue exertion, to overcome a proper consideration for their enfeebled state, so as to tax their strength too severely.

You will be provisioned for twenty-four days, which will admit of your taking easy stages for Cape Providence and Point Hearne, where you can complete your resources if necessary, and also remain to refresh your crew. Thence to the *Resolute* is only thirty miles.

On arriving at Dealy Island and reporting yourself to Captain Kellett, C.B., you will then, of course, be under his orders, which you will follow for your future guidance.

Given under my hand, on board H.M. discovery ship *Investigator*, Bay of Mercy, Baring Island.

ROBERT M'CLURE, Commander.

To Lieut. Cresswell, of H.M. discovery ship
Investigator, in charge travelling-party.

By Henry Kellett, Esq., C.B., Captain of
H.M.S. *Resolute*.

It being of importance that an officer of H.M.S. *Investigator* should reach England by the earliest opportunity, and it being possible that these ships may not break out this season,

You will take charge of Commander M'Clure's despatches, delivering them to the commanding officer of the *North Star*, who will cause copies to be made of them for Sir Edward Belcher's information, and return you the original, sealed, for conveyance to England.

You will accompany Mr. Roche, mate, who has charge of the party, with instructions to victual you and Mr. Wynnatt, whose health is such as to require an immediate return to England.

Given under my hand, on board of H.M.S. *Resolute*, at Dealy Island, May 7, 1853.

HENRY KELLETT, Captain.

Lieut. Cresswell, H.M.S. *Investigator*.

H.M.S. *Assistance*, on return to Beechey Island, westward of Baillie Harbour, and about 10 miles east of Cape Becher, July 26, 1853.

Sir,—The very unexpected arrival of Commander Pullen in his boat off Dundas Island, just as I had recovered my despatches, (deposited for him at Cape Becher in May last,) places me in the position of addressing to their lordships a very hurried dispatch.

First, because a mile gained in this dreaded Strait is a consideration for risking wintering here. Next, Commander Pullen has to return by the

west of Dundas and Hamilton Islands, and I cannot strain his crew by carrying them much out of their way.

After my dispatch of April last, I proceeded to the N.E. as far as the connexion with Jones Strait in 90° , where I found the sea open, and all progress obstructed on the 20th of May. Polar Sea as far as the eye could range, from 1,500 feet elevation, "rough sailing ice."

This elevation is in lat. $76^{\circ} 31'$, and about 90° W.; but the whole survey, I trust, will be (on $1\frac{1}{2}$ inch scale to 1 mile) ready for transmission before the 1st of September, at which date I purpose sending one of the vessels home.

Being cut off by sea, I now pursued an opening from Cape Separation, (nearly north 20 miles of Prince Alfred Bay,) and reached Wellington Channel.

I next, having noticed loom of land from the high land of Britannia Cliff, started from Princess Royal Island, and reached the westernmost, in $78^{\circ} 10' N.$, calling the group "Victoria Archipelago," and the easternmost, forming the channel to Jones Strait, "North Kent," in honour of his Royal Highness the late Duke.

Reports of "open water," the reception of the missing dispatches, and other causes, rendered my return to the ship to look out for the interests of those still absent imperative. I reached the ship without casualty on the 22d of June, after an absence of 52 days, bringing my men back in good working condition, and not subjects for the list.

Commander Richards performed his work nobly, so did Lieutenant Osborne, his companion.

In the first place, by a curious preconception, he deposited his dispatches for Captain Kellett, on the 30th of April, at a point in $76^{\circ} 32'$, $105^{\circ} 4' W.$, my point agreed on being 77° and 105° . After having advanced 120 miles he met Lieutenant Hamilton seeking these dispatches. He forthwith put him *en route* to obtain the dispatches, to overtake Lieutenant Osborne, and by these means place me in possession (by the return of the *Reliance* sledge) of the important, and, to their lordships, doubtless pleasing intelligence, of the safety of the *Investigator* and crew at Banks Land, (as per documents directed to be forwarded by Commander Pullen,) having nearly accomplished the N.W.—N.E. passage!

Commander Richards, finding that Commander McClintock had poached upon his ground, instantly came to the determination of visiting the *Resolute*, and obtaining all the requisite particulars relative to the *Investigator*.

By this course he laid down the shores of the eastern side of Hecla and Griper Gulf, and, on his return, came up Byam Martin Channel, proving its connexion with our Polar basin.

Operations for cutting out were complete, when, having dispatched a cutter, by calculation, to render assistance, she fortunately met Commander Richards at the critical moment, and, after an absence of 94 days, I had the pleasure of taking him by the hand at the mouth of our canal on the 12th of July.

That night, both vessels being afloat and ready, everything was em-

barked, and on the 14th July, 11 months from leaving Beechey Island, the vessels, free from accident of any kind, were again in motion on their proper element; 48 hours found us halfway to Cape Becher, two more days to the land floe at Cape Acland, near Sir R. Inglis Bay; and to-day 10 miles beyond Cape Becher, with still 10 miles of open water in advance.

Lieutenant Osborne rejoined on the 15th, after an absence of 97 days, having worked for the position said to be attained by Messrs. Goodsir and Marshall on the south shore, but without meeting any of their cairns or marks, even until John Barrow Hill bore north (true).

I have directed the *North Star* to take home, at the earliest safe moment, the officers and crew of the *Investigator*, should they arrive; which I trust Captain Kellett will direct, as I do not conceive, looking to their lordships' intentions, that any further expense should be incurred by the detention of that vessel and crew, merely for the purpose of awaiting the movement of the ice, for 20 seasons. I earnestly hope, however, that she may fortunately be released this season; and I have that full confidence in Captain Kellett that such a desirable termination will not be lost sight of in connexion with the return of his own vessel this season. The circumstance of the progress of Commander McClure, and the probability of Captain Collinson following up his track, must certainly affect my instructions, and I confidently look for dispatches to guide me in the altered state of affairs on my return to Beechey Island. I have said sufficient of my leading officers to make their lordships aware of their ability and zeal. At the end of this service I hope to be able to report of the general conduct and abilities of all the others.

Fully trusting that their lordships will feel satisfied not only that all has been done, but that we are ready and willing to do more,

I have the honour to be your most obedient servant,

EDWARD BELCHER, Captain,

Commanding Arctic Squadron.

To the Secretary of the Admiralty, London.

H.M.S. *Assistance*, Winter Quarters, Northumberland Sound, Sept. 22, 1852, lat. 76° 52' N., long. 97° W.

Sir,—Being at this moment about to examine the coast (by sledge) easterly to Cape Becher and Hamilton Island, I take this precaution, in the event of any party from the *North Star* visiting our cairns, to afford the latest information of our proceedings.

On the 14th of August, as my despatch left with Commander Pullen would inform you, I quitted Beechey Island, leaving there Captain Kellett with his instructions, and who would see the *North Star* safely docked before quitting. Steaming on, we passed up Wellington Channel without observing Baring Bay, or any of the deep indentations of the new chart, nor the Mount Franklin of De Haven. On the morning of the 16th we noticed a very remarkable pile on a hill, apparently the work of man, and I immediately moved on in the *Pioneer*, examined it, and obtained my first well fixed position in these regions. The

pile was found to be merely the remains of a dike, which, being harder than the surrounding matter, had remained until it had acquired a height of 20 feet,—about 14 in the meridian, and 6 feet E. and W. The position of our cairn (about 100 yards south of it) was in lat. $76^{\circ} 12' 52''$ N., long. $92^{\circ} 48' 42''$ W., evidently the rise from the point where one of the searching parties observed, in $76^{\circ} 13'$ distant about two miles west from us. But the bays, formed north and south, free from ice, do not exist in any manner worthy of more than slight indentations. The ice or snow, as the southern land is very low, must have deceived the previous visitors. I think I may safely say, that not the most distant hope of any communication by sea exists in this direction with Jones Sound. Although, from the fogs and vapours which were particularly noticed from the crow's nest on board, and by myself from the deck, exhibiting at times the appearance of smoke from fires, I am inclined to suspect extensive lakes or arms of the sea, &c., running parallel to the northern land, and, possibly, connecting by some very narrow neck, but westerly much, as it would otherwise materially influence the tides in this region. I now speak determinedly in calling things by their proper names,—at least, if any tides are acknowledged in the English Channel,—regular rise and fall, ebb and flood. Leaving this position, and having already made my mind up not to interfere with any land which could have been seen and named by Captain Penny's people, I pushed on to the westward, reaching Cape Beeher about midnight, where a deposit of 42 days' provisions for ten men was well secured, and notice of our movements left. Passing westerly, we reached, about 4 p.m., the extreme land. Here I erected a very conspicuous cairn, and from the summit (about 1,000 feet above the sea) obtained a view of the distant land, easterly and southerly, to S.W., where it ceased at what I shall continue to consider as Cape Lady Franklin, reserving the name of Sir John for the base of my hill. But hence the view from [? of] Cape Beeher was entirely cut off by an intervening point not less than 12 miles. The coast line, diminished much in length, will, however, accommodate Captain Penny's names, giving to the island next to me Cracroft and Point Sophia, and the points of others his different names.

The land on which I stood being veritably newly discovered, I took possession of it in due form as Mount Percy, and the territory, Northumberland of North Britain, at the same time naming the expanse of islet-covered sea beneath me Northumberland Sound.

The floe ice having closed in here on the outlying islands, compelled me to seek for security for the vessel, which the Sound happily afforded. But, as it continued to press in, no time was to be lost in selecting a spot where she might securely winter. This, fortunately offered about three miles westerly, where the vessels are now well frozen in.

On the 18th I made an excursion to one of the highest peaks of the outlying north-western Island, from which I obtained angles to Cape Lady Franklin, as well as to the southern and westernmost lands, where it seemed to trend away S.S.W., true; the next very distant land bore N.N.E., about 30 to 35 miles, being nearly the computed

distance which we were from Cape Lady Franklin. I especially remark these computed distances to show that, under the most favourable circumstances in this climate, and with first-rate instruments, I could barely, at such distances, be sure of the objects presented to my view; and even then I asked my assistant to satisfy himself that it really was land which I took.

As far, therefore, as my observations from this point, and those of Commander Richards, from a much higher mountain, about five miles easterly of me on the main, are concerned, there is no visible loom of land between Cape Lady Franklin and the newly-discovered land, N.N.E.; or, by actual observation, $143^{\circ}2$ of the horizon.

From the free motion of the tides and floes in this direction, here parallel to the channel, (say N.N.W. and S.S.E.,) I am satisfied that we are now in the Polar Sea, composed, in all probability, of a great archipelago of islets and sandbanks.

Time was now too precious to lose in waiting for open water for the ship; indeed, I judged correctly in estimating the season closed, and immediately determined on boat and sledge work. It was first intended to take two boats, but the former Arctic men thought that appearances indicated firm ice or floes. For my own part, I determined to secure my great object of settling the position of all we had seen, and of being properly prepared for further operations. The light ice-boat, built after a model lent to me by Captain Hamilton, and named after him, was attached to my sledge. Commander Richards had the second sledge, and Lieutenant Osborne the third, provisioned for twenty-one days, and, with a precautionary depôt sent overland to a bay likely to afford shelter, the party started on the 23rd of August. It was soon found that the pools and cracks between the floes could not be managed by one boat, and she little better than pasteboard as to thickness; a whale-boat was therefore added. It is immaterial now to mention particulars, but on the 25th we landed on a low point, where the coast suddenly turns to the eastward, and discovered the remains of several well built Esquimaux houses, not simply circles of small stones, but two lines of well laid wall in excavated ground, filled in between by about two feet of fine gravel, well paved, and withal presenting the appearance of great care—more, indeed, than I am willing to attribute to the rude inhabitants or migratory Esquimaux. Bones of deer, walrus, seals, &c., numerous. Coal found.

The addition of the whale-boat rendered the movements of the other party so slow that I was compelled to move on singly, leaving Commander Richards to complete the coast line search from his advanced station as long as his provisions would last (one sledge having swamped and spoiled the greater part).

On the evening of the 27th of August, the anniversary of the action at Algiers, I took possession of the first large island seen from the former station, naming it, in compliment to the gallant Commander-in-Chief, Exmouth Island. The summit named Milne Peak,—our second in command. To the eastward of me lay a long table island, to which Commander Richards would repair, and connect it with our

survey. From the summit of this island, 580 feet above the sea, and in lat. $77^{\circ} 15' N.$, I had anticipated the satisfaction of commanding a most extensive range. I was miserably disappointed; and, after watching two successive days, for hours, through snowstorms, for merely some glimpse of the land I had now to seek, I was barely rewarded by ascertaining that an open sea, of about seventeen miles, would enable me to reach it, if the wind permitted; for the boat, when sledge-laden, with tent, bedding, provisions, &c., was not very safe, even on the Thames above bridge. Fortune favoured us, and, by aid of sails (tent-bottom) and paddles, we reached our destination the next afternoon, after six hours' toil. The ice then moving on to the land completely entrapped us, but we were safe on *terra firma*. Thick-snowy weather continued with light gleams at times, affording us occasionally glimpses of Exmouth and Table Islands. I took possession of this new addition to Her Majesty's territories under the title of North Cornwall, in compliment to his Royal Highness the heir apparent. Waiting to secure this position, which was determined to be in lat. $77^{\circ} 33' 30'' N.$, long. about $97^{\circ} W.$, and having ascended the highest point of land (within three miles N.E.) and satisfied myself that I commanded the north-west extreme for a radius of five miles at least, and that no land within the range of Exmouth Island (seventeen miles distant) existed westerly of me, I returned to the beach, and, having hauled the boat overland, to clear the ice which had entrapped us, launched into the open water, and pulled along the south-western line of the island about seventeen miles, where we landed and encamped for the night.

This position proved to be the southern angle of North Cornwall, situated in $77^{\circ} 28' 50'' N.$ The weather still continued thick, with occasional snowfalls, and hiding most of the objects which I was so anxious to obtain; indeed, barely sufficient of Exmouth and Table Islands to secure my position.

But in the eastern horizon, where the sun at times shone brightly, I was enabled from a very elevated position to satisfy myself that no land was visible in the eastern horizon for thirty miles; and the eastern low extremity of this land, North Cornwall, distant about ten miles E.N.E.

Throughout this very interesting search not a particle of drift wood has been noticed since quitting Village Point, and not a trace of human beings. Animal life seems to fail after quitting Exmouth Island. It is possible that the snow may have covered many objects, but we noticed them even when heavier snow had fallen on Table Island.

If our unfortunate countrymen have "taken the floe and drifted with it," their case is hopeless. If we may judge from the aspect of the floes, where they had come into collision, or where they piled themselves in layers over forty feet on the north-western extremities of the islands, the feeling was disheartening. We noticed nothing equal to it in Melville Bay. Our only resource now is the close search of the coast line west and south-westerly, and north and easterly, for any traces of vessels or crews.

The tides in the parallel of $77^{\circ} 30'$ are regular east and west, the flood coming from the east, and that tide to the north appearing to prevail at a depth below the ordinary thickness of the floe, as we frequently noticed detached heavy masses, drawing some eight or ten feet, pressing rapidly and forcibly against the weather floe edge, and a stiff breeze. The boat was on one occasion so forced to windward, and stove.

Finding little chance of better weather, young ice forming, and our position being very precarious in such a frail boat against the glassy ice even now on the surface, we took advantage of the lull, and fortunately effected our escape, under great difficulty, to Table Island, the day following Exmouth Island, and forward, rejoining Commander Richards and party before leaving Village Point.

I cannot take leave of the little boat without expressing, in common with all her crew, our admiration of her most perfect adaptation for the service contemplated. She had, it is true, sundry severe injuries, but under Providence we escaped and returned safely. She has yet, I trust, much to earn before she is laid up with her "honours due."

From our examination of this northern sea, I now feel convinced that the so-termed Smith and Jones Sounds are connected immediately with this northern sea. If Franklin passed easterly through Lancaster Sound to try the opening of Jones or Smith outlets, we may yet fall upon his traces, as my own spring movements will carry me in that direction. Commander Pullen or Mr. McCormick may have already, in part, settled this important question; they were fully impressed by me with the importance of that course of search.

Our parties returned to the ship on the 8th of September, having been absent but sixteen days. It was satisfactory, at all events, to find that the opinion I had formed of the season had been fully borne out, the vessels being securely frozen in from the period we quitted.

So rapidly, indeed, did the ice appear to be uniting in one common floe, that immediate preparations were made for sending out autumnal parties with the depots for the southern spring search. The 13th of September was, indeed, fixed for starting, but gaps were noticed from our hill, (one of the highest in this vicinity,) which entirely stopped our proceedings.

Eventually, on the 22nd, I determined on endeavouring to search closely by the coast line between this and Cape Beecher, as our rapid movement might have caused some little object to pass unnoticed—not probable.

This letter was intended to be deposited at the depot there, for Commander Pullen. Circumstances, now to be detailed, prevented our getting more than one third of the distance; our return we had to be grateful for. On the morning of the 22nd the same sledges and leading officers started on this service, unfortunately without a boat. Having reached and pitched our tents for the third night on an island about twelve miles to the southward of Mount Percy, or eighteen from the ship, the ice also betraying symptoms of great weakness, bad weather set in, broke up the ice, and cut us off from communication with the

main land for more than a week, reducing us to half allowance, and materially depressing the spirits of our men. Food we had in a walrus, which we killed; also plenty of fuel. But no one knew how long this imprisonment was to last, and the anxiety too often expressed for very low temperatures was uncommon in these cold regions. At length our wishes were in some measure realized; the comminuted floes froze once more into ice that bore, and we escaped to the main, skirting its edge, until we gained a safe landing at night, after sundry unpleasant escapes.

Further expeditions this season were cut off, not only by the severity of the cold, but by the sea maintaining a temperature which prevented heavy ice from forming.

I now (having retained this letter) proceed to add my observations on our late cruise. The subject is one which requires but little comment, viz., the visual discoveries of Penny. It is my wish to give him every credit, for he is entitled to much for what he has done. He has evinced a masterly and vigorous intellect beyond the usual powers of men not educated for surveying operations. Here, however, I cease.

It is probable that he saw beyond what he had any right to see, but our longitudes, &c., will evince not in the right direction. Therefore, although I disclaim any mathematical right he has, I willingly give him up all his possible radius of vision from any point which we can see, and from which, although never visited by him, we might be seen.

I have, therefore, throwing overboard the true bearing, as well as the possibility of his seeing our points of the termination of the Queen Channel, retained the names of Sir John and Lady Franklin as our turning points (notwithstanding an island intervenes, cutting off Cape Becher at about 12 miles to the southward). The names he has given may be scattered over the intermediate points.

On my return the ship was housed in, stores landed, and every preparation made for winter. As it had been intimated to me that magnetic observations on a complete scale during the winter would be important, an observatory was constructed on shore, and the declination magnetometer set up. I am happy to say that volunteers from both vessels are engaged on this delicate, but tedious, duty, and I trust that our records may be able to tell their own tale.

As my next dispatches will be sent by the spring travelling parties to meet Captain Kellett to the S.W., and Commander Pullen to the S.E., I will wait until the period for starting arrives, when I hope to be able to state our prospects and intentions more fully.

I have the honour to be Sir,

Your most obedient servant,

EDWARD BELCHER, Captain,

Commanding Arctic Expedition.

The Secretary of the Admiralty, London.

H.M.S. *North Star*, Aug. 12, 1853.

Dear Sir,—You having so gallantly volunteered to lead the party I propose sending on to Captain Sir E. Belcher, I gladly avail myself of the offer, and, as time is short and of consequence, I do not enter fully into detail, merely giving you a few remarks and a light equipment. You are already acquainted with my views as to the probable spot in which you will find the *Assistance*, and Point Hogarth being a principal point of rendezvous, make for it as speedily as possible, keeping as much as you can the eastern shore on board, as I know it is Sir Edward's intention to travel this way if he cannot get on with the ship; it is, therefore uncertain when he will leave.

There is nothing within a reasonable distance of the shore to prevent a light sledge getting on; keep a sharp look out, and I hardly think he can pass you. You have one of Halkett's large boats; I have therefore no fear for your success, for the ice is still heavy in Wellington Channel, and I hardly think it will break out this month; at all events, should you see any signs to suppose such likely to happen, make for the shore, and use your own discretion as to advance or retreat. The boat will track well in shore. Captain Inglefield, it is possible, may cross you, but it can be only when well to the northward. However, should such be the case, I advise your going on together, more especially should he have his large boat.

Provisions are *en cache* at Point Bowden and Point Rescue, but I trust you will reach the *Assistance* before you are out, and she will be approaching you. Pray show this to both Sir Edward and Captain Inglefield.

Wishing you God speed and every success,

I remain, yours faithfully,

W. J. S. PULLEN.

To Lieutenant Bellot.

H.M.S. *North Star*, Beechey Island, Aug. 20.

Sir,—It is my melancholy duty to inform you that two of my men, who left this ship with Lieutenant Bellot, have just returned with the sad intelligence of, I fear, his being drowned. The particulars of an examination of the two men I have entrusted to Lieutenant Cresswell, who was present at the time. It is in a rough shape; but being anxious that you should be made acquainted with the sad event, I deemed it necessary to dispatch him immediately.

The dispatches are safe, the men having brought them back. I have therefore to request your opinion as to whether, from the state of the ice in the channel, which Lieutenant Cresswell will inform you of, it is advisable to dispatch another party or not, immediately, to endeavour to communicate with Sir Edward Belcher.

I have, &c.,

W. J. S. PULLEN, Commander.

H.M.S. *North Star*, Beechey Island, Aug. 24.

Sir,—Commander Inglefield having yesterday informed me that it is his intention to leave as soon as the dispatches can possibly be got ready, I hasten to close my proceedings in a condensed form up to this day, forwarding to their Lordships a copy of the same, together with all dispatches received and every document likely to advance the service in which we are engaged.

I forwarded on the 12th inst., by Lieutenant Bellot, the French officer of the *Phoenix*, who had volunteered to conduct a party with dispatches on to your ship, full accounts of my proceedings since leaving you; but, unhappily, and which it is my melancholy duty to inform you, in the execution of which, by a sudden and unforeseen disruption of the ice in Wellington Channel, he has lost his life. The four men who accompanied him returned to the ship—two on the 20th, and the remaining two on the 21st, worn out with fatigue and exhaustion; their depositions were immediately taken, a copy of which I enclose, only remarking that, up to this time, and during their trying work, they have done their duty well, and speak of Lieutenant Bellot, although of a different nation, as an officer that they would gladly follow as their leader. All here feel his loss most acutely; he was well known to us when in the *Prince Albert*, and I consider it a most fortunate thing his volunteering to lead the party, for the only officer I had was away with Captain Inglefield, myself and Mr. Shellebear only having returned the previous night. I gave him no orders, merely a letter of remarks for his guidance (see enclosure), considering his experience sufficient under any circumstances. I therefore feel his loss most painfully, for he was a good and worthy young man, a credit to his profession, and, although a foreigner, has shown such zeal and energy in the cause we are engaged in that I should feel myself honoured in being associated with him in any way.

On the 21st inst., at ten minutes after midnight, the ice in the bay began to drive out at a rapid rate, taking us with it; the inshore piece, however, happily received a check, by which we held on, and have since maintained our position off Northumberland-house. The *Phoenix* and transport were also observed setting out of the Bay and off from Cape Riley, where they had been discharging provisions. The wind at the time was light from the eastward. At 2.15 a.m. of that morning both vessels got so far to the westward, and outside Beechey Island, that we lost sight of them from our deck. At 3.30 the steamer alone was seen again coming to the eastward, under steam, but was soon checked by a large floe-piece. I therefore concluded she had left the transport in a safe position, perhaps in Union Bay, which was clear. At noon she signalized "Transport is lost," and we could see from our mast-head that the steamer herself was completely surrounded with heavy ice, and their saws at work, as if endeavouring to cut a dock. In the evening the ice eased off, when she reached Cape Riley, took up a position, and commenced discharging. The next morning, the ice still opening enabled her to reach the fast ice in this Bay. (Wind northerly at the time).

I have discharged all my crew who wished to leave, also those unfit for Arctic service, together with Mr. M'Cormick, surgeon, and Alston, mate, who were desirous of returning to England.

An officer and two men were sent on the return of the first two men to relieve the others, and also examine the state of the ice in Wellington Channel, and to see if it was practicable, by boat or otherwise, to communicate with you. Look-outs also from the top of the Island have been kept, and such is their reports that not only myself, but Captain Inglefield, consider it imprudent to detach any more parties to endeavour to communicate.

I have acquainted Commander Inglefield with all your orders, wishes, and intentions, taking from him every available article of provision, &c., for travelling he could spare, and necessary for the expedition under your command.

From the long continuance of east and south-east winds, packing the ice up so much to the westward and on these shores, I fear the *Intrepid* will be very late, if able to reach at all. I cannot venture an opinion on the season at present, merely noting that it is a late one, and very different from last year. I confidently expect, and am prepared for, being driven out of this the first strong N.W. wind. However, I hope to be able to return again, even, if so, prior to your arrival; and, considering all these circumstances, a ship being here from England, the lateness of the season, &c., your opinion respecting this as a winter quarters coinciding with my own from actual experience, I shall, if you are not here by the 1st of September, if possible, remove to Gascoine Inlet.

I herewith enclose the copy of a notice set adrift on the 1st of August, and, in conclusion, regret to say that, having only so lately returned from travelling, and time being so short, I am unable, at present, to forward a separate report, as requested by you, relating to the stranding and recovery of the ship.

Three of the men of the late Lieutenant Bellot's party have also exchanged into the *Phoenix*, so that we have now almost a new ship's company. I cannot wonder at so many leaving, for the severe and heavy work that has fallen to them from the position in which the ship was unfortunately placed, and the actual necessity of being obliged to keep them so continuously at it, induce me to think that, if I may so say it, they are disheartened, and do not like the thoughts of another winter. Had it not been for the good example shown by the executive officers, I hardly think we should have kept them up to the work. I cannot refrain from bringing to your favourable notice Mr. Elliott, the clerk in charge, whose duties, from every document connected with the expedition passing through this ship, having to be copied, have not only been heavy, but so continuous that he has been most unremittingly employed.

I have the honour to be, Sir, your obedient servant,
W. J. S. PULLEN, Commander.

To Captain Sir E. Belcher, C.B., H.M.S. *Assistance*,
commanding Arctic expedition.

Extract from Sir E. Belcher's Orders.

It is probable that the *Assistance* will be at or near Cape Becher during the month of August, therefore any dispatches which may arrive are to be forwarded to meet the ship by the east side of the Wellington Channel, calling at Point Hogarth, which will be a principal rendezvous; at all events, as the distance on the present position where the ship may be icebound is not more than four days' easy march, the officer should be instructed and provisioned to move on and to communicate with me. Indeed, this duty must be imperative, as the final determination of my movements must depend on the co-operation of the external division, should it be found necessary to abandon the vessel next season.

I left the ships well to the eastward of Dundas Isle, and the ice breaking away fast. Therefore, I think you will meet them well advanced towards us.

W. J. S. PULLEN.

Copy of Notice set adrift in a Cask.

Set afloat from H.M.S. *North Star*, lying in Erebus and Terror Bay, Beechey Island, on the 1st of August, 1853. The ice only opened out sufficiently this day. The *North Star* was driven on shore by ice and a heavy south-east gale last September, and only got off again on the 30th of June, by cutting, blasting, and clearing a space in the ice to heave her into. No intelligence yet of Sir E. Belcher in the Wellington Channel. The *Resolute* and her tender, the *Intrepid*, are at Dealy Isle, Melville Island. A party arrived here from the former on the 30th of May last, with the intelligence of the *Investigator* being in Mercy Bay, Baring Island, 167 miles from the *Resolute's* present winter-quarters. Baring Island is newly discovered land a continuation of Banks Land. The *Investigator* has been there since September, 1851. If not able to get through into Barrow Straits this season she is to be abandoned, and all hands come on to the *Resolute*. A party is now away from this ship on another visit to Cape Becher for intelligence. Any person picking this up, it is requested it may be forwarded to the Secretary of the Admiralty, London, with the date when and where found. All well.

W. J. S. PULLEN, Commander.

Another cask was set adrift with this; and last September one with two bottles, each containing a notice.

*Statement of William Harvey, Boatswain's Mate, H.M.S.
"North Star."*

Left the ship on Friday night, the 12th of August, 1853, and encamped about three miles from Cape Innis.

Second Journey.—Encamped about three miles this side of Cape Bowden, on broken ice.

Third Journey.—After leaving Cape Bowden on Sunday night we passed a crack about four feet wide, running across the channel; we

were then about three miles off shore. After crossing this crack kept on up channel.

On being asked as to the state of the ice, replied no doubts were entertained as to its safety; and M. Bellot expressed a wish to get up to a cape, which he said was Grinnell, cheering on the men, saying he wished to get in-shore to encamp, assisting with his track-belt himself. On arriving at the open water off Cape Grinnell (?) M. Bellot tried twice to land in the indiarubber boat, but in consequence of a strong breeze from S.E., could not succeed. William Harvey, boatswain's mate, and William Madden, A.B., then both got into the boat, and reached the shore, taking a line with them for a hauling line each way. By this means three loads were landed from the sledge; and the men on the ice were hauling the boat off a fourth time when Madden, who was up to his middle in water, with the hauling line in his hand, hailed M. Bellot, to say the ice was on the move, driving up and off shore. M. Bellot told him to let go the line, which he did. Those remaining on the ice with M. Bellot then ran the boat up to windward on the sledge, but, the ice being so fast in motion, before they could reach the wished-for point it had drifted considerably off the shore. I now went on the high land to watch, and saw them drifting up the channel, and off the land. I watched in this position for six hours, but lost sight of them after two hours. When I last saw them the men were standing by the sledge, and M. Bellot on the top of a hummock. They appeared to be on good solid ice. Wind at the time from S.E., blowing hard, and snowing. After waiting for six hours commenced our return, (all open water in the channel at this time,) walked round Griffin Bay with a little provisions, and reached Cape Bowden, where we remained to take some rest. We had not been there long when Madden called me, and said two men were coming. I jumped up immediately, and hailed them, asking where M. Bellot was; they replied that he was gone. On coming up to us Hook said M. Bellot was drowned. I asked him if he was sure he was; he said, "He was almost sure, because he saw his stick in the water, and could not see him." After this we made the best of our way on board, leaving them there.

William Madden, A.B., corroborates the above.

"Did you think the ice was dangerous?—Yes, I certainly did, Sir."

"Why, for fear of breaking through, or breaking off the land?—Both, Sir."

"Did you mention your fears to any one?—No, Sir."

He also states that they must have been drifted back and got on shore near the same place where the accident happened.

Statement of William Johnson, A.B., who was on the ice with Lieutenant Bellot.

We got the provisions on shore on Wednesday, the 17th. After we had done that there remained on the ice David Hook, A.B., Lieut. Bellot, and myself, having with us the sledge macintosh awning and

little boat. Commenced trying to draw the boat and sledge to the southward, but found the ice driving so fast; left the sledge and took the boat only, but the wind was so strong at the time that it blew the boat over and over. We then took the boat with us under shelter of a piece of ice, and M. Bellot and ourselves commenced cutting an ice-house with our knives for shelter. M. Bellot sat for half an hour in conversation with us, talking on the danger of our position. I told him I was not afraid, and that the American expedition were driven up and down this channel by the ice. He replied, "I know they were; and when the Lord protects us, not a hair of our heads shall be touched. I then asked M. Bellot what time it was? He said, "About a quarter past 8, a.m. (Thursday, the 18th); and then lashed up his books, and said he would go and see how the ice was driving. He had only been gone about four minutes when I went round the same hummock under which we were sheltered to look for him, but could not see him, and on returning to our shelter saw his stick on the opposite side of a crack, about five fathoms wide, and the ice all breaking up. I then called out, "Mr. Bellot!" but no answer (at this time blowing very heavy). After this I again searched round, but could see nothing of him. I believe that when he got from the shelter the wind blew him into the crack, and, his south-wester being tied down, he could not rise. Finding there was no hope of again seeing Lieutenant Bellot, I said to Hook, "I'm not afraid; I know the Lord will always sustain us." We commenced travelling, to try to get to Cape de Haven, or Port Phillips; and, when we got within two miles of Cape de Haven, could not get on shore, and returned for this side, endeavouring to get to the southward, as the ice was driving to the northward. We were that night and the following day in coming across, and came into the land on the eastern shore, a long way to the northward of the place where we were driven off. We got into the land at what Lieut. Bellot told us was Point Hogarth (?).

"How did you get on shore?—In drifting up the Straits towards the Polar Sea saw an iceberg lying close to the shore, and found it on the ground. Succeeded in getting on it, and remained for six hours. I said to David Hook, 'Don't be afraid, we must make a boat of a piece of ice.' Accordingly we got on to a piece passing, and I had a paddle belonging to the indiarubber boat." On being asked what became of the indiarubber boat, he replied, "It was left where Lieut. Bellot was lost." By this piece of drift ice we managed to reach the shore, and then proceeded to where the accident happened. Reached it on Friday. Could not find our shipmates, or any provisions. Went on for Cape Bowden, and reached it on Friday night. Found Harvey and Madden there. They told us they were going on to the ship with the mail-bag. We rested that night in a miserable state, and in the morning got some bread and pemmican out of the *caché*, and after we had refreshed ourselves proceeded to the ship.

"What sort of travelling was it?—Very indifferent with respect to water on the floe."

(States that they were saying it would be better travelling in the

middle of the channel; and Lieut. Bellot, hearing this, said. "It was Captain Pullen's orders to keep close to the starboard shore, generally keeping within two miles").

David Hook, A.B., corroborates the statement of Johnson.

"What sort of travelling had you on your way up?—Very bad; so much deep water on the ice.

"Did you feel alarmed on your way up?—No, not in the least afraid; I was very glad I was going.

"Do you think you could have found a better route?—No, Sir."

"Do you think there is any hope of Lieut. Bellot being alive?—No, Sir, I am sure he cannot be, for when we missed him we could see the shore, distant then about four miles."

W. Johnson, A.B., further states, Lieut. Bellot made a remark to him a short time before he was lost, saying nothing made him more happy than to think that he was not on shore, for, knowing his duty as an officer, he would see the last danger, adding that he would rather die here than be on shore to be saved.

Commander Pullen's Remarks.—I think I may positively say, that I can place every confidence in these men's statements, particularly Johnson's, who, I am happy to say, not only does his duty well, but is a moral and good man. The distances which I have placed queries against I consider they are mistaken in, which cannot be wondered at, from their anxiety, fatigue, and working for their lives; for the distance between Point Hogarth and Cape Bowden is too great for any man to travel in so short a space of time. Their going across the channel to De Haven I do not doubt, for that place they knew well, having been there before, and close to it they knew was my *caché* of provisions.

W. J. S. PULLEN, Commander.

With Mr. Barrow's permission we insert the following very interesting (*but quite a private*) letter which he has received from Captain Kellett.

H.M.S. *Resolute*, Melville Island,
12th April, (last date 2nd May,) 1853.

On the night of the 14th of August all hands were assembled on the floe, where we had prayers. Speechifying and screeching succeeded, all, I suppose, in good order and as it should be. *Assistance*, in tow of *Pioneer*, slipped immediately after, and was soon out of sight up Wellington Channel. (McClintock, who was sent up it the night before, found open water for at least twenty-five miles). Next day, the 15th, at 2h. p.m., having taken all I could get from *North Star*, I left, in tow of *Intrepid*, for Cape Hotham. We found the channel, in crossing it, exactly as Parry did; perfectly clear as far as we could see. *Assistance* or *Pioneer* not in sight from our mast-head.

16th.—At Cape Hotham we were stopped for some hours. Early in the morning the ice broke up suddenly, leaving us adrift, and opening a narrow lead close in shore. At this point we had five cairns in sight at one time. Landed, and found two casks of bread in excellent condition. Left a whale-boat there, complete. In following the lead along the land, we were frequently in very shoal water. Got ashore once; towed off by *Intrepid*. Wishing to place a depôt at Assistance Harbour, we continued along the land, although there was water outside. This nearly proved fatal to us; for on nearing the eastern point of the Harbour, we got suddenly into shoal water, and grounded nearly at the top of high water. Flood setting to the westward rapidly. Tide began to fall; leaving us hard and fast. Got deck cargo on board *Intrepid* and landed my depôt. I will endeavour to describe our position, as I think few ships have ever had so severe a trial, and escaped.

We were resting on our port bilge, on sandy bottom, listing so as to render it difficult to walk the deck. Head in for the shore, a quarter of a mile off, with seven feet water under our stern. The only ice near us was a large floe on western side of Assistance Bay, (apparently fast,) and the ice outside us, to which *Intrepid* was made fast. Laid an anchor out, hove turt on it, and, at 4h. p.m., went below to my dinner, considering ourselves quite safe. I had not been down ten minutes before the officer of the watch came down to tell me that the floe in Assistance Bay was adrift and coming down on us fast. We could do nothing but watch its effects. Turned the hands up, fearing it might overrun us, not having any escape under our bottom. Some thought it would take us with it off the ground; others, that we should bring it up: divers opinions. Down it came, took the ship from the mainmast aft. She gradually righted, remained upright for a few seconds, and was then thrown with great violence over on her starboard bilge. The masts bent like a reed; you might have sheep-shanked the rigging. The ice continued to grind past us, and mounted, several times, higher than our gunnel. All hands on the floe, dragging the pressed up ice from our side and blasting it with heavy charges. At length we were a good deal relieved, having been slewed more than 90° by the heavy pressure. The ice now took our bow and passed quietly along our side. As the water flowed, the ice went off. *Intrepid* came in and took us in tow. At midnight, after a good deal of heaving and tow, we went off by being relieved of sixty feet of our false keel, forty of which we poked up.

We now proceeded merrily towards Griffith Island, boring through loose but heavy ice; the craft getting many heavy cracks. On the morning of the 17th August, sent McClintock and Meham on shore on S.W. end of Griffith Island, to get a view of the ice. Deposited a record there at an old cairn. Reached close up to Lowther Island by midnight; wind strong and squally. Looked round the south end of Lowther and made fast, on its western face, to a compact and old floe, extending in the direction of Youngs Island. This floe was, nevertheless, in motion, and at 1h. p.m., on the 18th, we broke adrift

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from it. After having drifted easterly with it about three miles, ran down under the lee of Lowther, and worked about in a pool of water. This we continued to do for a couple of days, the men perfectly fagged out with constant tacking, &c. Fortunately there was a piece of land floe on the eastern side of the Island; to this I made fast, sending an ice quarter-master, a couple of men, and a tent to keep watch on the movements of the ice. I went in *Intrepid* to follow the pack, hoping it might lead me in the same direction that Sir E. Parry went; but we found it impenetrable and unbroken, after we got within about three miles of Youngs Island. Our only hope now was in the direction of Cornwallis Island. The winds continued strong from north and N.W.; carrying or driving to the eastward vast floes. The western side of Lowther displayed one of the most awfully grand sights that could be witnessed, and showed what would be the effect of these immense bodies of ice in motion. These six feet floes overran one another to a height of thirty or forty feet. Large fragments, of many tons, some on end, others just balanced, were forced up the beach many yards. A ship would be nothing more than an egg if caught in such a position. Water to be seen under Cornwallis Island, but no getting into it; and I almost made my mind up that Lowther would be our winter quarters, for easterly I did not intend to go. The 23rd passed, (the very day Parry left Beechey Island in 1819,) and no alteration. On the morning of the 28th, accompanied by McClintock and Meeham, I went to the top of the Island. There was an apparent lead into the water under Cornwallis Island, with the exception of a short nip. We cast off and made preparations to assail this gentleman with fire, &c. It was not necessary; for, aided by a fresh and fair breeze, we bored through it at the expense of some heavy blows. I suppose there is some limit to what these ships will stand, but we do not know it. At 5h. p.m., we got into the open water about eight miles west of Griffith Island. In passing Griffith on the 17th, there was fast ice between it and Cape Martyn: now there was not a bit to be seen. Here we picked up a strong north wind, with which we proceeded westerly, passing between Brown and Sommerville, where we experienced a heavy swell: a sure indication of open water.

We now went merrily along the land, and reached Point Cockburn at 2h. p.m. on the 29th, where I landed a dépôt, and just got past the point before the ice set on it. I had an anxious night off this point, wind heading us off, and very strong. In the intervals of clear between the snow showers could see the hummocks of the Point, with a strong ice blink north and south of us. We had three hours night there. The morning cleared up and became calm. Towing westerly through a fine open lead of five miles width, passing between hummocks I thought aground on the shoal described by Parry. At 4h. a.m., 31st August, reached the south point of Byam Martin Island; where we were stopped. Made fast. Cast off to keep in open water. Made my mind up to cut into the fast floe (extending from Graham Moore Bay to Byam Martin) near some hummocks on east point of the Island. Ran down to look at the position and worked back again, as there were indications of a northerly wind. At 7h. a.m. on the 1st Septem-

ber the wind shifted to N.W.; ice eased off Point Gilman. We took advantage of it and, after a sharp beat up the west side of the Island, got into a fine open lead, due west, sailing our course. And at 3h. 40m. p.m., we sighted Melville Island; M'Clintock making the signal "I wish you joy." On the 2nd, at 3h. a.m., landed a depôt at Point Griffith, and proceeded, working along the land; wind too strong for towing. Parry's description of this coast is so faithful, that we could recognise if not the same hummocks others certainly in their positions. About 3h. p.m., we were again in tow, as the ice was very close on Point Ross, and evidently closing as the wind lightened. All glasses were at work. Soon, a herd of ten musk oxen were seen on west side of Beverly Inlet. We passed this Inlet, and were stopped about five miles west of Point Palmer; where we made fast. Here, again, I thought we had arrived at the end of our navigation. Went in *Intrepid* to examine Beverly Inlet. Got on shore on a spit running off Point Palmer. Went off in an hour. Found Skene Bay well protected and well adapted for winter quarters; five fathoms within fifty fathoms of the beach. Here I fully determined to place the ship if the ice did not open in a day or two. Young ice very strong. Two musk oxen shot in the morning, and, after I returned, a herd of eight were seen. Permission was given to go after them; they were all shot, bulls, cows, and calves. All Bridport Inlet appeared to be clear of ice, and right up to Cape Bounty; but no means of getting into it.

We were detained in this position until noon of the 6th, when the ice streamed off, leaving us a passage of half a mile into the water in Bridport Inlet. Passed Cape Bounty at 5h. p.m., and, after a very unpleasant anxious night, working between pack and land ice, made fast, at 5h. a.m., 7th September to land floe, off Winter Harbour, four miles from the sandstone. The wind was so strong and the floe edge breaking away so fast, that we had great difficulty in holding on. Nevertheless, I managed, in the evening, to land a small ship depôt and depôts for my travelling parties in the spring. Finding that I could not winter there in safety, on the morning of the 8th, I proceeded easterly, intending to go into Skene Bay. At 9h. p.m. we reached and made fast in our old position, five miles west of it, having been a good deal impeded by sludge and young ice; a calm for a few hours would have fixed us anywhere.

9th September.—Proceeded in tow for Skene. To my great disappointment, found it perfectly blocked with ice. Having no time to lose, we again turned our heads westerly and, very fortunately, just scraped through into Bridport Bay. The whole of this bay was clear, and north of Dealy Island to the mouth of the Inlet. The position north of the Island would have been safe, but I feared I might not break out soon in the summer. Finding sufficient water alongside an old floe running from Dealy Island easterly to the main, I determined to cut into it, and make it our resting place for the winter. Both vessels cut in 150 yards; heads to the N.N.W. (true), and separated about 100 yards; our distance from Dealy Island 940 yards. On the 11th we were frozen in.

On the 10th, M'Clintock started with a cart and three days' provi-

sions to reconnoitre the route across the land, as we proposed, if practicable, to search the north west of the island. He returned, and left again in two days with a *dépôt*; returned again in fourteen. Started again and returned in eighteen days, having deposited at Point Nias, in Hecla and Griper Bay, more than a ton of provisions and stores with a cart. This was a most arduous piece of work, well and cleverly performed, without accident; his people looking better than when they started. Trusting a good deal to Providence, I commenced landing deck cargo, boats, and stripping ship and lashing spars for housing.

Considering we were well fast, and that the ice was strong enough along the coast to bear sledge travelling, I despatched five sledges to the westward, to place there *dépôts* for Spring operations, on the morning of the 22nd September, under the following officers, and on the following routes.

Lieutenant Meham, ten man sledge, Mr. Nares, Mate, six man sledge, auxiliary.—South-west Melville; to cross the land at Winter Harbour.

Lieutenant Pim, seven man sledge.—To place *dépôt* at Cape Dundas for search of west Banks Land.

Lieutenant Hamilton, seven man sledge.—To place *dépôt* at Point Hay, for search of east Banks Land.

M. DeBray, (Ensign de Vaisseau,) seven man sledge, auxiliary.—To Lieutenants Pim and Hamilton.

With considerable labour in crossing the land, Lieutenant Meham placed his *dépôt* at Point Hoppner; bringing back his party all well after an absence of twenty-five days.

Lieutenant Pim placed his at Cape Providence, not being able to get farther west, the shore being clear of ice.

Lieutenant Hamilton placed his at Cape Hay. His sledge broke in, and was only saved by the activity of his crew; a narrow escape from a very serious accident. All his bedding and clothing got wet and were, of course, frozen as hard as steel. Yet still his crew nobly preferred proceeding to returning leaving their work unfinished; all came back with a few slight nips.

Lieutenant Meham, on his return through Winter Harbour, visited the sandstone, and found on it a record left by Captain M'Clure in May, 1852, with a chart of his discoveries. I think you will read with interest his despatches, and will exclaim, as I did, when you come to this paragraph, "Any attempt to send succour would only be to increase the evil," *what a noble fellow!* As you may suppose, I was annoyed at not finding this record myself when at Winter Harbour. Not that I could have done anything. The strait was too much broken up to attempt to communicate with sledges; no boat navigation practicable at that season, on account of young ice; and not open enough for ships. It is beautiful to see how exactly M'Clure has completed all that was left by Austin and Rae, and how exactly their work joins.

Osborne and Mr. Winnyat both commenced their return on the same day, and only separated about twenty miles.

M'Clure has actually discovered the North-West Passage Some-

thing in the annals of our country ; achieved by the industrious perseverance of one of her own officers, who I hope will be considered worthy, and receive marks of high distinction. You should write this circumstance in red letter in your record.

To this expedition is still left a fine field. I hope we may be able to make *our* efforts too worthy of a red letter record.

This concludes our summer and autumn campaign.

We commenced our winter by losing suddenly on the 20th October Thomas Mobley, a marine, a most excellent man ; his complaint, disease of the heart.

10th November. In coming from *Intrepid*, my attention was arrested by a noise like the rushing of strong winds in squalls, which continued all night and part of next day ; the wind moderate at S.W., with thick weather. On clearing up, we were astounded to find that the noise was occasioned by the crushing of the ice a short half mile astern of us. When the old floe came in contact with the young floe (not more than a foot thick) it broke it in pieces of three feet square, and raised them in a wall of fifteen to twenty feet. The nip extended east and west about two miles. From the summit of Dealy Island, it put me in mind of some of the very much enclosed parts of Ireland,* minus the emerald green.

We now (10th November) completed our housing in. Put snow nine inches thick on the decks, and macadamized it with a mixture of snow, gravel, and water ; which made a solid rough coating all over. With blocks of snow, we built a wall round the ship, four feet from her side, which was filled in with snow as high as her decks.

Our school was organized under the Master and Purser.

Our first theatrical performance took place on 23rd November. I never saw anything better done ; dresses magnificent. It was an affair of a month's preparation, and a nine days wonder after.

On the 12th December, we unfortunately lost, from consumption, a most excellent man belonging to *Intrepid*, named George Drover. In the early part of the winter we had a few very severe pulmonary cases ; very similar to that described by Middleton in Hudson Bay, and cured by the same treatment.

22nd Dec. We had a soirée fantastique, with tricks in legerdemain, and songs, on board *Intrepid*. All in great glee ; not a man on the sick list.

Our second and last play came off on the 1st February. The men performing "Raising the Wind," and the officers "King Glumpus," as after piece ; the latter took amazingly.

A second affair of Wizard of the North, with magic lantern, on board *Intrepid*, concluded our theatricals. We really had not time for more. Our whole time engrossed with preparations for travelling ; a perfect mania. Nothing spoken of but reduction of constant weights. Some reduced their medicine chests ; M'Clintock his pickaxe, he even found out that the preserved meat tins held, instead of four pounds, at which they are issued, nearly four pounds and a half.

* The stone walls.

In consequence of M'Clure having done all south of us, my parties required re-organizing. The following is the programme:—

South-west Melville.—Lieutenant Meham, auxiliary Nares, 14 men, 156 provisions for 8 men.

North-west Melville.—Commander M'Clintock, auxiliary DeBray, 18 men, 146 provisions for 10 men.

Lieutenant Hamilton and Roche, with their crews of 14 men, to place a dépôt for me on north shore, to search N.E. Sabine Island.

Hamilton, when he returns, to take Byam Martin Channel and rendezvous; and Mr. Roche the Lame Ducks to Beechey Island dépôt, with Domville's news from Banks Land, and to remain there.

Lieutenant Pim and Doctor Domville.—Early party for Banks Land (Harbour of Mercey), 9 men and 6 dogs.

On the morning of the 10th of March calm and fine, temperature very low—50. Lieutenant Pim and Domville, nine men and six dogs, assisted by Mr. Roche and ten men, left for Banks Land. Three miles from the ship Pim's sledge broke down; sent him on with another, which also proving weak, he sent the dogs back for another. He encamped within about eight miles of the ship. A furious northerly gale came on during the night, which detained them in their tents for four days. This was the earliest, and with the lowest temperature that travelling has been attempted in these regions before. I communicated with them on the fourth day; all well. No accident of consequence; a nipped finger, face, or ear the greatest. On the 14th they made another start, assisted as far as Point Hearne by a 10-man sledge. Dogs doing wonders. One man sent back; another went on in his place. The weather continuing beautifully fine and mild; temperature zero.

On Monday, 4th April, we made our grand start, in two divisions. Meham, with a fair wind, westerly. Commander M'Clintock, Hamilton, DeBray, Roche, and myself, northe'y, with five sledges and thirty-nine men. Master, purser, boatswain, and carpenter, with five men who could not travel, were left on board *Resolute*. Master, assistant surgeon, two engineers, and four men who could not travel, were left on board *Intrepid*. On Sunday I read prayers, and made a short address to the men, which they appeared to understand. I hoped they would leave little for any one to do coming after us, and that they would render the expedition (by their exertions) so remarkable, that every person would feel proud in having belonged to it. We will do our best, was their response, and they will I am convinced. As there was not many to cheer us, we cheered one another and parted. I accompanied M'Clintock and my depot sledges out for three days and a half, to assist them through their greatest difficulties. This brought us to the top of the island, and clear of the heavy dragging ice, and out of ravines. There I left them, as they were obliged to encamp in a strong North wind. I reached the ship on the seventh day, having been confined to the tent for two in a heavy gale from North. The number of men we had together greatly facilitated our journey. In some of the passes out of the ravines I was obliged to clap all hands (39 men) on to one sledge. This made the work light and rapid, but even with this number we had to 1, 2, 3 haul frequently.

I have been a long time at sea, and seen various trying services, but never have seen (for men) such labour, and such misery after. No amount of money is an equivalent. The travelling parties ought to have some honorary and distinctive mark; the captain of the sledge something better than the others. Men require much more heart and stamina to undertake an extended travelling party than to go into action. The travellers have their enemy chilling them to the very heart, and paralyzing their limbs; the others the very contrary. I should like to see the travelling men get an Arctic medal. I would gladly give £50 towards it, and I am sure every Arctic officer would be anxious to subscribe, but to be of value it ought to be presented by the authority of Her Majesty.*

This concludes my narrative until Domville's return, which I look for anxiously every hour. In the mean time I shall add any remark I may think of.

Our provisions are all of the best quality. We by some mistake sailed rather short of preserved meats. It was supposed *North Star* had them, but no, they went back to Deptford.

Game was plentiful in the autumn. Musk oxen remain with us all the winter; one was shot in March. You cannot fancy a man wishing for a good tough beefsteak, but after preserved meats there is a great pleasure in getting between your teeth something to bite. The venison enters of England ought to come here for it; nothing can exceed a haunch of a good reindeer buck, tender, and highly flavoured. Hares were shot in winter, and four or five ptarmigan, with full crops and in good condition, a fine cock weighing two pounds and a half.

Our winter has been comparatively a very cold one, with a great deal of wind. For several days together we had the thermometer down to —50, for some hours —57, and for a considerable time the mercury frozen.

17th April. Lieutenant Hamilton returned, having left M'Clintock fairly started on the floe to the north-west; all his party in high spirits. The forty miles over the land takes more out of the men than five times that distance on the floe, particularly if they have preserved meats in lieu of pemmican. With preserved meats they can not do half the work, and fall away to thread papers, whereas with pemmican they can work well, and it keeps their stamina up.

19th APRIL, 1853. This is really a red letter day in my voyage, and shall be kept as a holiday by my heirs and successors for ever. At 9 o'clock of this day our look-out man made the signal for a party coming in from the westward. All went out to meet them and assist them in. A second party was then seen. Doctor Domville was the first person I met. I cannot describe to you my feelings when he told me that *Captain M'Clure was amongst the next party*. I was not long in reaching him, and giving him many hearty shakes. No purer were ever given by two men in the world.

* The proposal of an Arctic medal is no new idea, having been repeatedly talked of. We should be glad to see it carried out.

M'Clure looks well, but is very hungry. His description of Pim's reaching the Harbour of Mercy would have been a fine subject for the pen of Captain Marryatt, were he alive.

M'Clure and his First Lieutenant were walking on the floe. Seeing a person coming very fast towards them, they supposed he was chased by a bear, or had seen a bear. Walked towards him. On getting within a hundred yards they could see from his proportions that he was not one of them. Pim began to screech and throw up his hands, his face as black as your hat. This brought the captain and lieutenant to a stand, as they could not hear sufficiently to make out his language. He was a considerable way ahead of his sledge—a solitary man, and that man as black as Old Nick. M'Clure says he would have turned and run if he had seen a tail, or a cloven foot. At length Pim reached the party, quite beside himself also. Stammered out, on M'Clure asking him, who are you, and where are you come from? "Lieutenant Pim—*Herald*—Captain Kellett." This was more inexplicable to M'Clure, as I was the last person he shook hands with in Behring Strait. He at length found that the solitary stranger was a true Englishman; an angel of light he says. He soon was seen from the ship. They had only one hatchway open. The crew were fairly jammed there in their endeavour to get up, to see—they did not know what. The sick jumped out of their hammocks, and the crew forgot their despondency; in fact, all was changed on board *Investigator*. One man had unfortunately died, by accidentally poisoning himself, the morning of Pim's reaching here. On the 15th of April M'Clure had thirty men and three officers fully prepared to leave for the depot at Point Spencer. What a disappointment it would have been to them to find the miserable *Mary* yacht and four or five casks of provisions, instead of a fine large depot. Another party of seven were to have gone by M'Kenzie, with a request to the Admiralty to send out a ship to meet him at Port Leopold in 1854. The thirty men are on their way over to me now. I shall, if possible, send them on to Beechey Island, with about ten men of my own crew. To be taken home the first opportunity.

The seven remain by the ship. *Investigator* will now have thirty-five men, officers, and all. I must stay here myself another winter, if *Investigator* does not break out this year. But *Intrepid* will go, please God, direct to England, with half *Investigator's* crew, and the portion of mine sent to Beechey Island.

She must be sent back to me again in 1854, with a transport full of provisions. Solids, preserved meats, vegetables, pemmican, (a large quantity, some tons, ten at least,) blankets, mits, wigs, mocassins, &c. *Intrepid*, with M'Clintock her captain. The *Lady Franklin* and *Sophia*,* filled with grub and fuel. I feel satisfied with a little assistance from a large steamer (*Desperate*) beyond the Orkneys, and starting on the 10th of June the *Lady Franklin* and *Sophia* might be in England again by the same date in October, having deposited their

* These two vessels were sold to Captain Penny, who has proceeded with them to Cumberland Straits.

provisions at Beechey Island. Failing getting to Beechey, they would be certain to reach Port Dundas, on North side of Straits. *North Star* is really no depot, if Port Leopold was not so near her, having not a single ounce more than three years for herself. Provisions must be sent to Beechey Island next year, or we shall run short.

2nd May. *Investigator's* second party, consisting of Lieutenant Cresswell, Wynniatt, Mr. Piers, and Mr. Miertsching, arrived, bringing two men on their sledge. They made an extraordinary passage across, for men in their state. The greater part of them are affected with scurvy, but are rapidly improving.

I have given M'Clure, who has been with me for fourteen days, orders to desert his ship, if the medical officers are of opinion they cannot stand another winter, or if there are not twenty volunteers to remain. M'Clure is in capital health. I cannot explain to you my feelings on shaking hands with him. You will find from his dispatch his, on Pim's meeting him on the floe. I thought I had the best officers the navy could produce in the *Herald*. My present are certainly their equals. Nothing can exceed their zeal. My only duty has been to restrain within proper limits, and to direct it. I hope his Grace will not have forgotten my request on his leaving the *Resolute*, the promotion of Lieut. Trollope,* who has himself so well served his country, and whose relations have done the same. Mr. Richards, my clerk in charge, I hope may be thought of; he is an old and worthy officer. M'Clintock has really been my second, but he will have to come again for me.

I intended to have written to Colonel Colquhoun, giving an account of our experiments with powder in blasting the ice. With light ice, three feet thick, I found small charges of four or five pounds most effective. The 20lbs. charge simply blows out a hole, but with the heavy polar ice of 72 feet thick, M'Clure used as much as 250lb. in one charge, and with great success. He recollected, when in great difficulty, the Colonel telling him, use 100lbs. This saved his ship. He called, therefore, the point near him Colquhoun Point.

Notenda.—Gimcracks on board *Resolute*: Mr. somebody's machine for driving pure air into the ship; Mr. — galvanic batteries; balloons; kites. We have too large a proportion of sails; not enough leather for soles. Sleeping bags should be made up in bales ready made. A larger proportion of stearine should be supplied. Mr. Dale's cooking machines have been very carelessly made.

I must now conclude, as my party is ready for a start: beautiful weather, temperature +6. "May your shadow never be less," is the wish of your faithful friend,

HENRY KELLETT.

* This officer has been promoted, and appointed to the command of the *Rattlesnake*, now employed in active service in Behring Straits.

[Having completed the dispatches of Sir Edward Belcher and Captain Inglefield we now proceed with those of Captain McClure which, as containing the narrative of the first officer who has made the N.W. Passage to the N.E., we give without any abridgement whatever.]

Abstract of the proceedings of her Britannic Majesty's discovery ship *Investigator* since parting company with the *Herald*, upon the 31st of July, 1850, off Cape Lisburne:—

At 5.50 a.m., Aug. 2nd, in lat. $72^{\circ} 1' N.$, long. $166^{\circ} 12' W.$, made the ice, which did not appear heavy; but upon entering it a short distance was undeceived and ran out.

5th.—In running along the pack edge, endeavouring to find an opening, exchanged numbers with the *Plover*, and at 11 a.m. made a low shingle beach to the eastward of Wainwright Inlet, and at midnight rounded Point Barrow in three and one-third fathoms, but, from the foggy state of the weather, did not see it.

8th.—1.45 a.m., being off Point Drew, sent Mr. Court, second-master, and Mr. Miertsching, interpreter, to deposit a notice of our having passed, who met some Esquimaux that had arrived three days previous. These trade with the Russians, and were very friendly, therefore sent a letter with the chance of it reaching the Admiralty. We also heard from them that last year three boats had passed to the eastward with white men and Indians, which was, most probably, Lieutenant Pullen. In the evening erected a cairn and buried another notice at Point Pitt.

9th.—Passed the Colville, about forty miles from its entrance, in three fathoms and a half.

11th.—Deposited a notice upon Jones Island, which was thickly strewn with driftwood. In the forenoon two baidars, containing twenty-four natives, came alongside. The chief possessed a gun, with "Barnet, 1840," on the lock, obtained from the Russians. Bartered tobacco for salmon and ducks. In the afternoon communicated with another party, who were exceedingly intelligent and clean. Sent dispatches for the Admiralty via Colville, and, from what the interpreter states, believe they will arrive.

12th.—Several baidars came alongside. Received fish and ducks for presents of beads and tobacco. These are adroit pilferers.

14th.—Ran upon a shoal eight miles north of Yarrow Inlet, having, during the last two days, narrowly escaped several of these dangerous banks, which are very little above the water, and hidden from view by the ice. Hove off with the stream anchor, but unfortunately upset a whale-boat and lost eleven casks of beef, having to carry sail to prevent being set again on shore.

15th.—Found it impossible to get two miles in any direction, the ice having closed from the northward, resting upon the shoals in that

direction, and to the southward, the low banks which we grounded upon yesterday. Anchored to await some favourable change.

16th.—Ice to the northward of the shoals slightly eased leaving about 150 yards of open water. Weighed and warped through two cables' length of the ice to get into it, which occupied six hours' of hard labour, so heavy was the pack.

17th.—At noon the weather, which had been foggy, cleared with a breeze from N.E.; made sail through heavy sailing ice, occasionally striking violently; navigation along this coast very dangerous, the sand-banks being low and numerous. Lat. $70^{\circ} 30' N.$, long. $148^{\circ} 4' W.$

21st.—Made the Pelly Islands off the Mackenzie. Since the 17th have encountered very heavy ice; ran ninety miles into a bight, which brought us to the solid pack; fortunately we were enabled to run out of it before it closed.

24th.—Observing some huts a little to the westward of Point Warren, sent dispatches for the Admiralty, with the hopes of their being forwarded by the Hudson's Bay Company; this tribe, however, have no traffic with them, but barter with others further west that trade with the Colville, giving as their reason that the Hudson's Bay Company had given the Indians water which had killed many of them, and that they did not wish to have any: they appear savage and warlike, and are at enmity with their neighbours. Brought the dispatches back.

30th.—Observing a post erected on the beach near Point Maitland, in Liverpool Bay, sent to examine it, and deposit a notice of our passing. Found it was an Esquimaux mark, who apparently had recently quitted it, there being several *cachés* containing birds and fish. In the afternoon, while approaching Cape Bathurst, observed Esquimaux on the shore. Upon communicating with them found that they belonged to a tribe now at Cape Bathurst, who were catching whales, and the same who had seen Sir J. Richardson last year. In the evening, being thick, and getting into three and a half fathoms, anchored between Baillie Islands and the main land.

31st.—Proceeded to Cape Bathurst. Tribe consisted of 300, very friendly; would go south in three weeks; gave them dispatches for the Admiralty, a gun and ammunition to the chief, and many presents among themselves, and, judging from their intelligence and cleanly appearance, have great expectation of their reaching.

Sept. 1st.—Off Cape Bathurst; many natives came on board, and being nearly calm, remained until the evening, when a breeze springing up, we took our final leave of the Esquimaux upon the American coast, fully convinced that neither the ships nor any of the crews of Sir John Franklin's expedition have ever reached their shores. They appear a quiet inoffensive people (with the exception of those at Point Warren, which the Cape Bathurst tribe have no dealings with) and would assist any white people thrown among them.

The whole of this coast is shallow, but, with the lead, may be safely navigated, the soundings being very regular. The shoals terminate

about thirty miles to the eastward of Yarborough Inlet, and water, varying in breadth from one mile to forty, may be calculated upon along shore, between the beginning of August and 10th of September, according to the winds more or less ice encumbered, but the natives state that every year the ice opens from the shore. We found the prevailing winds from E.S.E. to N.E.

6th.—At 11.30 a.m., being to the northward of Cape Parry, remarked high land from N.b.E. to E.N.E.

7th.—At 9.30 a.m. landed and took possession of the discovery, and named it Baring Island. The land is bold upon the southern side, being upwards of 1000 feet in height, its northern being Banks Land. Erected a signal-pole with black ball, and left a notice in lat. $71^{\circ} 8' N.$, long. $122^{\circ} 48' W.$

9th.—Observed land N.N.E. Named it Prince Albert Land, which is continuous with Wollaston and Victoria Land, and extends north to lat. $73^{\circ} 21' N.$, long. $112^{\circ} 48' W.$

11th.—Ship beset, lat. $72^{\circ} 52'$, long. $117^{\circ} 3' W.$, but ice in motion.

Oct. 8th.—Since the 11th of last month have been drifting in the pack—narrowly escaped destruction several times—until, with a heavy nip, at 3 a.m. this day, which listed the ship 34 degrees, we were firmly fixed for the space of nine months in lat. $72^{\circ} 47'$, long. $117^{\circ} 34'$.

10th.—Took possession of Prince Albert Land, distant four miles.

13th.—And to-day of the Princess Royal Isles, lying in the centre of the Prince of Wales Strait, distant four miles from the ship. There is erected a large cairn, pole, and ball upon its summit, in lat. $72^{\circ} 46' N.$, long. $117^{\circ} 44' 10'' W.$, and have deposited three months' provisions for sixty-six men, besides leaving a boat and some ammunition.

21st.—The Captain, Mr. Court, and party, started to trace the Strait towards the north-east.

26th.—Discovered the entrance into Barrow Strait in lat. $73^{\circ} 30' N.$, long. $114^{\circ} 14' W.$, which establishes the existence of a north-west passage.

30th.—Five musk oxen shot upon Prince Albert Land, which terminated our operations in 1850.

April 18th, 1851.—This day dispatched three travelling parties to search the coast line; under Lieutenant Haswell, to the south-east, towards Wollaston Land, Lieutenant Cresswell in the direction of Banks Land, and Mr. Wynniatt, Mate, to the north-east; who respectively reached the position as noted below,* and traced the coast as per accompanying chart.

June 2nd.—Captain and Mr. Miertsching (the interpreter) communicated with the Esquimaux upon Prince Albert Land, about sixty miles south of our position, who had previously been met by Lieutenant Haswell. They traced the coast line as marked in the chart, and state that there are many of their tribes inhabiting the land towards

* Lieutenant Haswell, lat. $70^{\circ} 38'$, long. 115° ; Lieutenant Cresswell, lat. $74^{\circ} 16'$, long. $117^{\circ} 40' W.$; Mr. Wynniatt, lat. $72^{\circ} 6' N.$, long. $117^{\circ} 42' D.R.$

the south; but that they know of none to the northward. They are a kind, simple people, and have never before seen the white man, at whom they were evidently alarmed.

July 14th.—Ice opened without any pressure, and the vessel was again fairly afloat, but so surrounded with it, that we only drifted with the pack, having been able to use our sails but twice, and then only for a few hours, up to August the 14th, when we attained our furthest northern position in Prince of Wales Strait, lat. $73^{\circ} 14' 19''$, long. $115^{\circ} 32' 30''$ W.

Aug. 16th.—Finding our passage into Barrow Strait obstructed by north-east winds setting large masses of ice to the southward, which had drifted the ship fifteen miles in that direction during the last twelve hours, bore up to run to the southward of Baring Island.

20th.—Lat. $74^{\circ} 27' N.$, long. $122^{\circ} 32' 15'' W.$ Have had clear water to reach thus far, running within a mile of the coast the whole distance, when our progress was impeded by the ice resting upon the shore. Secured to a large grounded floe-piece in twelve fathoms. Ice appears to have but recently been detached from this coast.

29th.—Ship in great danger of being crushed or driven on shore by the ice coming in with heavy pressure from the Polar Sea, driving her along within 100 yards of the land for half a mile, heeling her fifteen degrees, and raising her bodily one foot eight inches, when we again became stationary and the ice quiet.

Sept. 10th.—Ice again in motion, and ship driven from the land into the main pack, with heavy gale from the S.W.

11th.—Succeeded in getting clear of the pack, and secured to a large grounded floe. Lat. $74^{\circ} 29' N.$, long. $122^{\circ} 20' W.$

19th.—Clear water along shore to the eastward, cast off and worked in that direction, with occasional obstructions and several narrow escapes from the stupendous Polar ice, until the evening of the 23rd, when we ran upon a mud-bank, having six feet water under the bow and five fathoms astern; hove off without sustaining any damage.

24th.—At daylight, observing Barrow Straits full of ice, and large masses setting into this bay, determined upon making this our winter quarters, and finding a well sheltered spot upon the south side of the shoal upon which we last night grounded, ran in and anchored in four fathoms, lat. $74^{\circ} 6' N.$, long. $117^{\circ} 54' W.$ This night were frozen in, and have not since moved. The position is most excellent, being well protected from the heavy ice by the projection of the reef, which throws it clear of the ship 600 yards.

The currents along the coasts of the Polar Sea appear to be influenced in their direction, more or less, by the winds; but, certainly, upon the west side of Baring Island, there is a permanent set to the eastward. At one time we found it as much as two knots during a perfect calm; and that the flood tide sets from the westward we have ascertained beyond a doubt, as the opportunities afforded during our detention along the western shore of this island gave ample proof.

The prevailing winds along the American shore, and in the Prince

of Wales Strait, we found to be N.E., but upon this coast S.S.W. to N.W.

A ship stands no chance of getting to the westward by entering the Polar Sea, the water along shore being very narrow and wind contrary, and the pack impenetrable, but through Prince of Wales Strait, and by keeping along the American coast, I conceive it practicable. Drift wood is in great abundance upon the east coast of Prince of Wales Strait, and on the American shore; also, much game.

In this vicinity the hills abound in reindeer and hares, which remain the entire winter: we have been very fortunate in procuring upwards of 4000lb.

The health of the crew has been and still continues excellent, without any diminution of number, nor have we felt the slightest trace of scurvy.

It is my intention, if possible, to return to England this season, touching at Melville Island and Port Leopold; but should we not be again heard of, in all probability we shall have been carried into the Polar pack, or to the westward of Melville Island, in either of which to attempt to send succour would only be to increase the evil, as any ship that enters the Polar pack must be inevitably crushed; therefore, a depot of provisions, or a ship at winter harbour, is the best and only certainty for the safety of the surviving crew.

No trace whatever has been met with, or any information obtained from the natives, which could by any possibility lead to the supposition that Sir J. Franklin's expedition, or any of his crews, have ever yet reached the shores we have visited or searched; nor have we been more fortunate with respect to the *Enterprise*, not having seen her since parting company in the Straits of Magellan on the 20th April, 1850.

This notice was deposited by a travelling party in April, 1852, consisting of Captain M'Clure, Mr. Court, second master; John Calder, captain of the forecabin; Serjeant Woon, Royal Marines; George Gibbs, A.B.; George Bounsall, A.B.; John Davis, A.B.; and Peter Thompson, captain of the foretop.

Whoever finds this it is requested it may be forwarded to the Secretary of the Admiralty.

Dated on board H.B.M. discovery ship *Investigator*, frozen in, in the Bay of Mercy, lat. $74^{\circ} 6' N.$, long. $117^{\circ} 54' W.$, April 12, 1852.

ROBERT M'CLURE, Commander.

Unless there is a vessel now at Melville Island, it is not my intention to revisit it; but make the best of my way down the straits.

R. M'CLURE.

It will be seen that the foregoing summary was deposited in April, 1852, on Melville Island, the season of 1850 having been passed in making the voyage from Behring Strait to Prince of Wales Strait,

the wintering place of 1850-1, and that of 1851 having been passed in the voyage from Prince of Wales Strait to the Bay of Mercy. The following dispatch gives a description of the intended progress of the expedition during the present year, when the abandonment of the ship appeared certain, previous to the arrival of Lieutenant Pim, as related by Captain Kellett.

H.M. discovery ship *Investigator*, Bay of Mercy,
Baring Island, April 10, 1853.

Sir.—In the event of our not getting to England this year, I think it necessary to acquaint you, for the information of the Lords Commissioners of the Admiralty, what our operations will be, to effect that object, in 1854, that their lordships may be enabled to take such co-operative measures for our relief as may appear expedient.

Should the ice break up in this bay sufficiently early to permit of our getting through the Straits this season, and finding the water open to the eastward of Leopold Island, it would be my object to push forward, without stopping to take on board any provisions from Port Leopold; but if, contrariwise, the ice should be thick towards Lancaster Sound, I would, if possible, proceed to Port Leopold, and complete a twelvemonth's provisions, and then risk wintering in the pack, or getting through, in preference to remaining at the above port. If, however, we are detained in this bay until next year, it will then be necessary to leave towards the end of April, and make for Port Leopold, where I am aware there is a good boat, a house, and ample supplies; and when the navigation season opens, proceed to Pond Bay, coasting along the south shore of Barrow Straits. Arriving at Pond Bay, and if, finding from the Esquimaux that no whalers have as yet been there, I should there await their appearance as long as my provisions would admit, and then go down the west shore of Baffin Bay, keeping close along the land floe, where whalers or their boats are almost certain of being met with. Failing this, I should cross to Disco, with the hope of getting a passage in some of the Danish vessels which come there annually, and leave about the beginning of September; or, being too late for them, either charter or purchase one of their coasting schooners, which I believe trade among the settlements, if she was capable of standing an Atlantic voyage. Could neither of these be accomplished, we must of necessity remain until the following season at that settlement. Should any of her Majesty's ships be sent for our relief, and we have quitted Port Leopold, a notice containing information of our route will be left at the door of the house on Whaler's Point, or on some conspicuous point; if, however, on the contrary, no intimation should be found of our having been there, it may be at once surmised that some fatal catastrophe has happened, either from being carried into the Polar Sea or smashed in Barrow Straits, and no survivors left; if such should be the case, which, however, I will not anticipate, it will then be quite unnecessary to penetrate further westward for our relief, as by the period that any vessel

could reach that port, we must from want of provisions all have perished. In such a case I would submit that the officer may be directed to return, and by no means incur the danger of losing other lives in quest of those who will then be no more. As, however, it may occur (as was the case with Sir John Ross) that the ice may not break up in Prince Regent Inlet during the whole summer, it is as well to provide against such a contingency. If such should happen, it would be necessary to winter at Port Leopold; unless apprised of the locality of any ship that might be sent to our relief; which I think might be accomplished without any very great difficulty; as, although such vessel may not be enabled to get far up the straits, yet, as Admiralty Inlet would be pretty certain of being clear of ice, she might proceed thither, and in some secure bay freeze in; and when the straits are firmly frozen over about the middle of October, a small travelling party could be dispatched with the intelligence. The whole would then proceed to her, and although rather late in the season, men working for their lives are not likely to be discouraged by a little cold.

Whatever may be the final termination of this long, tedious, but I hope not unimportant, voyage, I hope, sir, that you will assure their lordships that in every stage I have been guided entirely by what I have considered to be my duty, in prosecuting to the utmost the object for which the expedition was fitted out; and, although we have not succeeded in obtaining any information which could throw the slightest clue upon the fate of the missing countrymen, I hope that the services performed in the tracing of a very great extent of coast line, the discovery of much land, (a portion inhabited by a simple and primitive people not hitherto known,) and, above all, the accurate knowledge of that passage between the Atlantic and Pacific Oceans which for so many hundred years has baffled maritime Europe—its very existence being almost considered sceptical—will, I trust, be considered events sufficiently interesting and important to elicit from their lordships a favourable consideration of our services.

I have the honour to be, Sir,

Your most obedient humble servant,

ROBERT M'CLURE, Commander.

The following letters contain a narrative of this voyage, in which the proceedings of the *Investigator* are more fully described, and those interviews between Captain M'Clure and the Esquimaux tribes of the coast along which he passed. We have added to them a chart of the coast, showing the *Investigator's* track, referring the reader to the former for those parts alluded to by Captain M'Clure, of (Baring or) Banks Island and Prince Albert Land. We have also added to it the positions of the *Enterprise*, Captain Collinson, in 1850, and those of other ships engaged in the western search.

H.M. discovery ship *Investigator*, off Point Warren, Polar Sea, Aug. 24th, 1850, in lat. $69^{\circ} 43' N.$, long. $131^{\circ} 57' W.$

Sir,—I have the honour to report to you, for the information of the Lords Commissioners of the Admiralty, that we arrived off the Mackenzie on the 21st inst. The letters that I forwarded by H.M.S. *Herald*, from whom I parted company on the 30th ult., off Cape Lisburne, will have put you in possession of my proceedings up to that date.

After parting with the *Herald* I stood to the N.N.W. with a fresh breeze from the N.E., with the intention of making the ice, which was accomplished on the morning of the 2nd of August, in lat. $72^{\circ} 1' N.$, long. $166^{\circ} 12' W.$, and at 11 a.m. stood into the loose ice for the purpose of examining the pack; the wind, however, failing before we got far in, I was induced to run out to avoid being beset, having ascertained that the pack was very close and heavy, extending from E.N.E. to W.N.W., and, seeing no hope of getting through, worked along its edge in soundings from 24 to 26 fathoms (mud), the hundreds of walruses that were lying upon the ice, thickly huddled together like sheep in a fold, were most astonishing.

We continued working along the ice, occasionally getting drifted in, until the 5th, when the weather, which had been previously thick and misty, cleared a little, and, no ice being in sight, I shaped a course for Wainwright Inlet, with the intention of getting between the pack and shore; in running exchanged numbers with H.M.S. *Plover*, and at 11.30 a.m. observed a low beach, apparently shingle, distant about two miles.

The weather again having become thick, we went entirely by our soundings, which varied from 14 to 73 fathoms, in which latter we rounded Point Barrow at 11.30 p.m., without, however, observing the land, and steered to the eastward, direct for Banks Land, finding that the ice was sufficiently loose and practicable for sailing through. These hopes were soon, however, dissipated; for on the forenoon of the 6th it suddenly cleared, when I found that we had been running directly into the pack, which was very heavy and impenetrable, extending from S.E. to S.W. (by the north), in lat. $71^{\circ} 35' N.$, and long. $165^{\circ} 12' W.$, and the sea through which we had come looking nearly as white as the ice ahead, except that lanes of water were observable. We instantly hauled to the wind, and commenced working out.

During the night the breeze freshened considerably, bringing showers of rain with thick weather, while being compelled to carry a press of canvas through very heavy and close sailing ice rendered the navigation extremely critical. The vessel occasionally struck with some violence. This continued till the afternoon of the 7th, when clear water was reported from the crow's-nest. The wind almost immediately failing, the boats were all manned, and towing commenced amid songs and cheers, which continued with unabated good humour

for six hours, when their laborious work was brought to a successful termination; being in perfectly clear water in Smith Bay, a light air springing up, we worked to the eastward.

At 2 a.m. of the 8th, being off Point Drew, sent Mr. Court (second master) on shore to erect a cairn, and bury a notice of our having passed. Upon landing they were met by three natives, who at first were very timid, but, upon exchanging signs of friendship, which consisted of raising the arms three times over the head, they approached the boat, and, after the pleasant salutation of rubbing noses, became very communicative; when, by the assistance of our invaluable interpreter, Mr. Miertsching—the selection of this gentleman for this important office does infinite credit to the discernment of those who sent him,—we found the tribe consisted of ten tents (this being the only approach to their numbers he could obtain), that they had arrived only three days previously, and that they hold communication with a party inland, who trade with the Russian Fur Company. The evening before they had observed us, but could not imagine what large trees they were moving about (our masts), and all the tribe had assembled on the beach to look at them, when they agreed that it was something very extraordinary, and left the three men who met the boat to watch. They also gave the pleasing intelligence that we should find open water along the coast from about three to five miles' distance during the summer; that the heavy ice very seldom came in or never left the land further than at present; that they did not know if there were any islands further north, as they found it impossible to go in their kyaaks, when in pursuit of seals, further than one day's journey to the main ice, and then the lanes of water allowed of their proceeding three-quarters of a day further, which brought them to very large and high ice, with not space enough in any part of it to allow their kyaaks to enter. The probable distance Mr. Miertsching therefore estimates, from his knowledge of the Esquimaux habits, to be about forty miles off shore, and, from what I have seen of the pack, I am inclined to think this is perfectly correct, for a more unbroken mass I never witnessed.

They also mentioned seeing the boats with white men going eastward last year (which, I suppose, was Lieutenant Pullen) but had not seen any other white persons or anything like this vessel before; they had, therefore, no name of sufficient grandeur to give the great "omia," so they called her the "fast moving island." Several of them came off to the vessel, but had little to barter, as all their hunters were away, but immediately we had been observed they were sent for, and would soon arrive. Then, said they, "you will be gone, and how disappointed they will be." They appear a simple, kind people, very poor, very filthy, and, to us, looking exceedingly wretched. The time of our return was repeatedly inquired for by them. They would have a quantity of skins; they were anxious for us to wait a little, that they might send off a supply of reindeer; but, the boat returning and the wind fair, I made them a few presents, and gave them a letter to be

forwarded to the Russian Fur Company, and made sail to the eastward.

The wind being light as we ran close alongshore, in from four to six fathoms, we had a great many visitors; many of them had been their whole lives between the Coppermine and Point Barrow. These could give no information of the missing expedition. I am certain that had any of them reached these shores we must have heard of it. The coast is inhabited throughout, and the natives are, to all appearance, a kind and merry race, and when we gave them presents, through the medium of the interpreter, we told them that we were looking for our lost brothers, and if they saw any white men in distress they were to be very kind, to which they assented, by saying they would, and give them plenty of "deer's flesh."

While running along the land, which is exceedingly low, observed upon Point Pitt two conical mounds; thinking they might have some communication buried beneath, ran in to examine them. While in stays the vessel took the ground, but was hove off almost immediately without any damage, the bottom being soft clay. The boat sent to examine the mounds reported them old Esquimaux cachés, where they deposit their venison. They left a bottle containing a notice of our passing.

Upon rounding Cape Halkett on the morning of the 9th found the ice was set close to the shore, which rendered it a passage of much anxiety, great labour, and imminent risk, as the wind was strong from E.S.E., with thick fog, and the ice closing around us fast, so that we had barely space to work in, tacking frequently in five, and never beyond ten minutes, standing upon one tack into three and a half fathoms, and upon the other to four and a half and six fathoms; this operation was continued the greater part of the middle and all the morning watch. At 9 a.m. the weather cleared a little, and open water was observed in Smith Bay; our soundings gradually increased; the reaches became longer as we rounded the Cape, and all apprehension of being forced on shore was over.

10th.—In crossing Harrison Bay found the influence of the Colville to extend twelve or fourteen miles, the surface of the water being of a dirty mud colour, and scarcely salt. The weather (thick and foggy) prevented any land being seen. The soundings were very regular; on one tack the ice allowed of our standing off to eight fathoms, and on the other the land to three and a half fathoms, black mud.

11th.—In the morning the weather cleared a little, and discovered to us Jones Island. An erect piece of wood on the shore attracted the attention of the officer of the watch; a boat was sent to examine it, when it appeared to be a piece of drift wood, which had been squeezed up by the ice. The shore was strewn with it, and one spar was as large as our mainmast, and forty-five feet in length. We erected a cairn and left a notice. In the forenoon about thirty natives came off in two baidars, from whom we obtained some fish and ducks, in exchange for a little tobacco. They had been about two months on the

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coast, and trade with the Russian Fur Company. Their surprise, of course, was very great, particularly at the size of our handkerchiefs (the sails); the whale-boats attracted their attention, and they asked if trees grew in our country sufficiently large to make them. The head man possessed a gun with "Barnett, 1840" upon the lock; this he obtained from the Russians.

As a fair specimen of the observation of these people and their aptitude for trade, the following way be taken:—Seeing that we cut the tobacco into pieces to give in exchange for their fish (salmon trout), they began to do the same with the fish. This, however, we would not admit, so they were obliged to come to our terms. During the afternoon, while standing along a low flat island, we observed a flag (a pair of seal skin inexpressibles) upon a lofty pole, and a number of natives around it; we stood for them, but when the boats were pulling in they appeared to regret their temerity, for down came the seal-skin and away they ran; shortly, gaining courage, they returned, and, as we approached, arranged themselves in line upon the beach, and commenced extending their arms above their heads (typical of friendship), which being answered from the boats, perfectly assured them of our amicable intentions. Upon landing they evinced a most manly confidence, rubbing noses and embracing most vigorously; these were very cleanly, so that the operation was not so unpleasant as it otherwise might have been. Through the interpreter, Mr. Miertsching, we learnt that these people had never before seen a European, nor had they the smallest article of European manufacture about them (Lieut. Pullen's boats they observed last year, but they were some distance off, and consequently had no communication). They live during the summer months upon these desolate islands, and in the winter retire a short distance on the mainland to their warmer residences. Their women and tents were upon another island. They were a fine active set of young men, average height about five feet six inches. These barter their skins, &c., with a tribe further west, who, in their turn, do the same with others, until they reach the Russian post upon the Colville. To them I intrusted a dispatch for their lordships, which they promised most faithfully should be forwarded to the Colville. I made them a few presents, giving them also a boat's ensign, in commemoration of the first man-of-war whose flag has ever floated in these sterile regions. The magnificence of the gift they could not for some time comprehend, and were loth to touch it, but at length the interpreter made them understand it was sent them by a great chief, and in return they were to be very kind to all white men they met, and show it to them. All this they promised. The chief then seized it in his arms and ran across the island to his canoe, followed by the remainder of his tribe, and no doubt hurried with the joyful tidings to the women. We find a westerly set, which prevents our making but slight progress, the wind hanging so much to the eastward.

On the morning of the 12th four baidars came alongside, containing the whole encampment of the tribe we met last night, and also some that we had seen two days previously, from which it appeared they

are migratory. They brought off a supply of fish and a quantity of venison; but the latter was in such a state of high putrefaction we could not touch it. We allowed most of the men to come on board, and, although well aware of their knavish propensities, and, consequently, a sharp look-out was kept upon them, they most adroitly managed to slip both handles of our winch and a small ice anchor into their baidar, when the fair sex became the recipients. It was by the greatest accident that the theft was discovered, by the end of one handle protruding from beneath the ample proportions of the lady—who, when taxed, immediately returned the articles, and informed upon her husband. For this immorality the whole boat was exempted from receiving any present.

Working to the eastward observed a few deer upon one of the low islands, but was prevented sending any boat, as a south-east current was setting us into shoal water very fast, so that all the boats were required to tow until 8 p.m., when a light air ran us to the westward into six fathoms; the loose ice was in rapid motion, and the larger floe pieces, as they passed, appeared to create a current which frequently turned the vessel completely round against helm and sails, the power of a two-knot breeze being insufficient to counteract it.

On the morning of the 13th we were enveloped in a dense fog, among exceedingly heavy and close sailing ice, through which we attempted to work, but found that endeavouring to avoid one piece we ran upon another, striking occasionally with great force, which determined me to secure to a floe until it cleared. In this we fortunately succeeded, getting one that was grounded in seven fathoms. It was a heavy piece, but not so much so as many that were about us. I took its height above the water in seven places, which gave an average of 11 feet 11 inches; a pack chiefly composed of such would be too powerful a foe for any ship long to contend against.

At 8 a.m. of the 14th, it having cleared a little, slipped from the floe, and commenced working to the eastward among masses of ice. At 10.30 a.m. observed a shoal just in time to avoid it; it was completely hidden from view off deck, not being as high as the ice, having a quantity of driftwood upon it, which is in great abundance along the whole coast. At 3.30 p.m. our course was impeded by another of these low islands, which had the ice resting upon its northern extreme, while the southern point was flanked by a shoal, which connected it with the island seen in the morning. We were thus perfectly hemmed in. The boats were sent to sound, when Mr. Court represented a passage practicable in three fathoms. In running through we unfortunately hit upon a spot with only two and a half fathoms, which had escaped observation. We had, consequently, to lighten the vessel considerably before she got off, which, however, was accomplished without any damage (the bottom being sand) by 11 p.m., having been on shore five hours. I regret to add that 11 casks of salt meat, which were placed in the first whale-boat, were lost by her upsetting, being compelled to place the provisions in the whalers, the cutters having the bower anchors in them. This was a serious loss; indeed, an irre-

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parable calamity. As soon as we were off it was my wish to return by the way we came in, but we found that the ice had set upon the shoal we had first observed, and cut off our retreat, under which circumstances I was obliged to anchor and wait a change of wind.

On the 16th the wind came slightly from the westward, which set the ice in motion off the north point of the island. At 9 a.m. weighed and towed to the edge of the ice, which presented a barrier of about 500 yards in width between us and the open water we wished to get into. We commenced warping at 2 p.m., and so heavy was the ice that it was not until 8 p.m. that we could get through. It fell calm, so made fast to the ice for the night.

Next morning, the 17th, a very thick fog, with light north-east wind, and at 4 a.m. commenced edging to the eastward, but at 7 a.m. gave it up; the wind freshened and unable to see for fog. At 2 p.m. it cleared; we slipped from the ice and plied to the north-east amid heavy streams and large floe pieces, vessel striking violently, but unavoidably, against them.

18th.—To-day, from the mast-head, observed the first lane of open water in the pack, extending, east and west, several miles, but very narrow. In the evening a fresh breeze from the south-west, and, almost simultaneously, a slight pitching motion was observed, which is considered an infallible symptom of open water being near. It was so foggy that nothing could be seen; but, notwithstanding, I shaped a course N.N.W. for Banks Land, thinking that we had rounded the pack, having coasted it between four and five hundred miles. We continued the greatest part of the night to run without much obstruction; but upon the following morning, the 19th, our progress was checked by finding that we had run into a deep bight which compelled us to work back again to the south-east.

20th.—Before getting clear of this pack, into which we had penetrated a considerable distance, being decoyed by a few lanes of open water, we were compelled to run seventy miles south, which placed us in lat. $69^{\circ} 50'$ N., long. $136^{\circ} 50'$ W. It is seldom that observations can be obtained, this being only the sixth set since the 5th of the month, the fog and mist being more continuous than I ever remember to have met elsewhere.

21st.—We have succeeded in getting again into clear water; at 1 p.m. made the Pelly Islands, off the mouth of the Mackenzie. The coast is, however, so excessively shoal that I find it impossible to reach the mainland, which I was very anxious to accomplish, but, at the distance of forty miles from it, was obliged to tack in three and three quarters fathoms. We passed the line of its tide most distinctly marked about ten miles further north, the water being the colour of the Thames at Woolwich, slightly brackish, and its temperature 39 degrees, the sea, four hours previously, being 28 degrees. From what I have observed of the pack, I feel convinced that any attempt to reach Banks Land through it would only terminate in failure, and the consequent loss of valuable time, but by working between its edge and the shore have confidence in making a good advance this season; it is,

therefore, my intention to pursue the latter method, and, in so doing, deviate from my original purpose of pushing into the ice, as mentioned in my letter to their lordships, dated the 19th of July.

22nd.—Fog during the whole of the night very dense, but, having much open water upon the eastern shore from the Mackenzie towards Cape Bathurst, had no difficulty in working along it, in soundings from four to eight fathoms; which latter was the extent that the ice permitted us off shore. At noon a slight clear discovered to us a cluster of islands, which a very indifferent observation (lat. $69^{\circ} 34' N.$, long. $135^{\circ} 9' W.$) points out as those of Pelly.

23rd.—A fine clear day, the temperature rising to 40 degrees at noon. Made the northern extreme of Richards Island from the mast-head, and by a good observation established our position lat. $69^{\circ} 54' N.$, long. $133^{\circ} 48' W.$, the water towards the shore being perfectly clear of ice; which agrees with the account given by Sir John Richardson that the natives observe no ice for two moons, but these never quit the land any distance, for were they to extend their excursions ten miles further north than our position, they would find the pack solid and impenetrable. This, however, gives ample space for navigation, the soundings being so exceedingly regular that, during the most foggy weather, we can stand in shore with the most perfect confidence to $3\frac{1}{2}$ fathoms. A whale was seen to day, being only the third since rounding Point Barrow, although upon the day we were off that point seven were counted.

24th.—Observed huts and natives off Point Warren. I hastily close this communication in the hope of its reaching their lordships this year through Fort Good Hope, as I imagine these people communicate with the Mackenzie. I have written to the company's officer at the above-mentioned post, to request his exertions in sending it forward.

In conclusion, it gives me great pleasure to state that the whole of the crew are in excellent health and spirits. The season appears exceedingly favourable, the temperature being mild and the water perfectly free from ice along the shore as far as we can see. It was my intention to touch at Cape Bathurst, with the chance of being able to forward this dispatch, which will now not be necessary, but shall make the most of the remainder of the season by getting to the northward, in pursuance of their lordships' directions.

I have the honour to be, Sir,

Your most obedient humble servant,

ROBERT MCCLURE, Commander.

H.M. discovery ship *Investigator*, off Cape Bathurst,
Polar Sea; lat. $70^{\circ} 23' N.$, long. $127^{\circ} 57' W.$,
August 30, 1850.

Sir,—Having closed my dispatch of the 24th with an intimation that it would be left near Point Warren with the natives observed from the ship, in accordance with that intention I proceeded to the

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shore. Why it was not so left I shall, in continuation of my narrative, relate.

From the contiguity of this tribe to the Mackenzie, I was naturally led to imagine that their trade was with the Hudson's Bay Company. Great therefore was my surprise upon approaching the beach to find, instead of being greeted with the usual friendly signs, that two savages, with gesticulations the most menacing, having bended bows with arrows on their strings, and one with a large knife, which he brandished most significantly, waved us off. Taking no heed of these hostile demonstrations, we pulled in; they retreated, yelling furiously. On our reaching the fall of the beach we made the same signs of friendship which we had used with the Esquimaux further west, but without any effect until joined by the interpreter, who was in full native costume. This gave them confidence; and, upon his explaining our friendly intentions, they approached; but when within about thirty yards, remarking some muskets which the boat's crew had, their fury revived; to pacify them they were laid on the ground, where they became the object of a cautious examination. Still unsatisfied, they beckoned to take them to the boat. Seeing that nothing short of this would allow of any communication, I sent them away; when they approached and permitted us to examine their bows and arrows.

Mr. Mertsching informed me that we had been observed at 5 o'clock in the morning. The whole tribe had immediately taken to their baidars, with their most valuable skins, and left the settlement, with the exception of the chief and his son, who remained to defend their property, as it would have been undignified to retire when danger was apprehended. A sick son and his mother, seeing our friendly disposition, soon joined us. Dr. Armstrong examined the poor lad's foot; it was in a frightful state of mortification. The chief stated that they were at war with the neighbouring tribes, and had occasional skirmishes with the Indians; that they had no communication with any persons belonging to the Great River (Mackenzie), nor had they seen any white people before; but, when the sea freezes, (the latter end of next month,) the whole tribe proceed west, and trade with the Esquimaux whom we had met near Jones Island. The interpreter told him that he had found a brother in the chief of one of those tribes, whose name was Attauwas; the old chief clapped his hands and said he knew him well; that he was the great chief he traded with, and their reason for going such a distance, in preference to the Mackenzie, was that the white men had given the Indians very bad water, which killed many, and made others foolish (drunk), and that they would not have any such water. From this it evidently appears that the company lose annually many valuable skins, which find their way to the Colville, instead of the Mackenzie.

Observing an old flat brass button suspended from the ear of the chief, he said it was taken from a white man who had been killed by one of his tribe, who went away in his kyack when the vessel was seen; the white man belonged to a party which had landed at Point Warren, and there built a house; nobody knew how they came, as

they had no boat, but that they went inland; the man killed had strayed from the party, and that he and his son buried him upon a hill at a little distance. The only answer we could obtain as to the probable time when this transaction took place was, "that it might be last year, or when I was a child." To examine the grave I was very anxious, but was prevented by the state of the weather, becoming foggy with fresh breezes, which compelled our immediate return to the ship; so, making them a few presents, we parted on very amicable terms. This intelligence appeared of so important a nature, with respect to the white men on the point, that I determined to remain until it became sufficiently clear to land and examine the house, which might possibly contain some indication of the missing expedition; this detained me eighteen hours, but to have left with a doubt would have been a subject of perpetual regret.

At 2 a.m. on the following morning, the 25th, we reached the point, the weather being tolerably clear. The interpreter, Dr. Armstrong, and myself, went on shore in eager expectation of discovering some clue that would lead to a knowledge of the parties, but in this we were miserably disappointed; two huts, indeed, were there to excite hopes, but upon approach to them we found the wood work to be perfectly rotten and of a very old date, without any description of mark to yield the slightest information. The general appearance of the country about the point was low and marshy, covered with grass, moss, and flowers, the breeding-place of the eider duck, and every species of wild fowl; we also remarked the footmarks of the fox and reindeer; so fertile a landscape I could not anticipate upon the shores of the Polar Sea. The interpreter, from his knowledge of the customs of the Esquimaux, is of opinion that the story of the white man is traditional; probably some of the early discoverers had been engaged in some affray with the ancestors of the present chief, and one of them had been killed. The present generation inherit the honour, and so identify themselves with their forefathers, speaking of the transaction in the first person as if they themselves were the actors; which is very likely, from the vague definition of the time—"it might be last year, or when I was a child;" so the history of the white man will still continue a mystery. We also heard that last year two boats came from the westward, and landed at Point Warren and then returned. I cannot imagine what boats these could be, unless they were those of Lieutenant Pullen, who, in thick weather, might have missed the Mackenzie, and, by sights obtained at the point, discovered his error. They had not seen any this year.

Aug. 26.—N.E. winds and snow, occasionally clearing, so that the land could be discerned, which presented the same low line, with a few conical hills a short distance inland. We saw a few old tents, but not a native. Two whales passed us close to the vessel, one very large, although only in six fathoms of water.

Aug. 27.—Light northerly winds and thick fog. It was my intention to send a boat along-shore, that she might examine it thoroughly, as the water to the eastward of Cape Brown permits us standing within

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two miles of the coast, and take her on board in the evening; but, under the circumstance of thick weather, I could not venture to do so, fearful of being detained by missing her.

Aug. 28.—Light winds from N.E., with a mild, cloudy day. At noon, Cape Dalhousie S.W. 12 miles, several masses of drift ice, some of the pieces very heavy, which, however, is not any obstruction to our progress, as the space of open water is ample for sailing. We have found, during the last four days, a current varying from 11 to 16 miles daily, setting to the southward. We have had no opportunity of shooting; the greatest part of the birds had taken their southern flight before our arrival; the few flocks that we have seen were very shy, and unapproachable.

Aug. 29.—Very dense fog, with light wind from N.E., which cleared at noon sufficiently to obtain a meridian altitude, and found that we had been set since yesterday south 12 miles, Cape Dalhousie distant S.W. (true) 3 miles; the fog enveloped us again while standing off shore, when we ran into a narrow channel, having but $3\frac{1}{2}$ fathoms on either side, which compelled us to bear up west. This carried us into deep water in about fifteen minutes. In the course of the afternoon we fell in with very heavy drift ice, composed of large floe pieces, occasionally becoming entangled in consequence of the thick fog, although there was much open water among it.

Aug. 30.—Wind from the northward, with clear weather. Observing a mark on the beach upon the island off Maitland Point, in Liverpool Bay, sent Mr. Sainsbury (mate) to examine it, and to leave a notice of our passing. Upon his return he reported that an Esquimaux encampment had recently broken up, the traces of their tents and footmarks being quite distinct. We observed from the ship several reindeer, which were not seen by the party on shore. In standing along the coast, observing natives, I ran in to forward this dispatch, trusting it might reach the Hudson Bay Company this year, which is probable, if they are not as great a set of savages as we met near Point Warren. I hope to round Cape Bathurst to-morrow. This will therefore be the last communication which it will, in all probability, be in my power to make to their lordships. The temperature has hitherto been exceedingly mild, thermometer very seldom being below 32° , and from the present favourable appearance, both of the weather and state of the ice, I have very strong hopes of getting well to the northward ere the navigation ceases, which will be about the latter end of next month, according to Esquimaux report.

I have the honour to be, Sir,

Your most obedient humble servant,

ROBERT M'CLURE, Commander.

H.M. discovery ship *Investigator*, off Cape Bathurst, Polar Sea, August 30th, 1850, in lat. $70^{\circ} 28' N.$, long. $128^{\circ} 33' W.$

Sir,—In accordance with the intention expressed at the conclusion of my last letter, I proceeded in the first whale-boat, accompanied by Dr. Armstrong and Mr. Miertsching, followed by Lieutenant Cresswell and a party of officers in a cutter, bringing a variety of presents. We were met upon landing by two women, who greeted us very cordially, and, through the medium of the interpreter, acquainted me that the remainder of the tribe were at Cape Bathurst, catching whales, which was at no great distance, and they would be our guides. Gladly availing ourselves of this apparently fortunate incident, the boats were directed to pull along shore, while we ascending the cliff, reached a fine level plain, extending several miles north and south, rich with verdure and abounding in moss. We preferred walking, hoping to meet some reindeer, for which the pasture was excellent, but mile after mile was walked without any appearance of the fishing party. Arriving, after the expiration of three hours, in a small bay, we were, however, gratified at being told this was the spot where two boats, the year before last, had pitched their tents for the night (Sir J. Richardson), and we had to go a very little further. On reaching the next bay we found there two tents, which our guides said belonged to them, but the Cape or any appearance of the tribe could not be seen. We declined going any further, as, in consequence of the wind falling light, the vessel was by this time hull down. We were then kindly invited to become partakers of their tents, and go on the next morning, which hospitable offer was not accepted; but, bartering several articles in exchange for salmon and making them a few presents, we returned on board, when, at 10.30 p.m., it becoming dark and foggy, and getting into $3\frac{1}{2}$ fathoms, we anchored for the night.

August 31st, at daylight, found that we were between the mainland and Bailey Islands, about a mile from the latter, the weather still foggy, with a moderate N.W. breeze, but determined, if possible, to discover the fishing party; at 7.30 a.m. I left the ship, with Mr. Miertsching and Dr. Armstrong, in the cutter, and, after coasting about ten miles, discovered, upon the extremity of Cape Bathurst, a large encampment, consisting of thirty tents and nine winter houses, numbering a little over 300 people. On landing upon a very low isthmus, which connects, within a very few yards, the islands and mainland, we remarked a commotion at the village, and a number of men rushed down the cliffs, launched their kayaks, and crossed to meet us, hauling these light and elegant skiffs on the beach, they advanced with knives drawn and bows bent, evidently prepared for hostilities. Finding by our gestures that our intentions were amicable, their bows were returned to their sealskin cases, but the knives they still retained. The interpreter told them that our visit was friendly, and that they should put away their knives. "Yes," said they, "when you do your

guns." To be allowed to carry the musket appeared a great favour, for which they presented you with their knife, as a token of friendship.

We remained upwards of an hour; during the greater part of the time, Mr. Miertsching was in earnest conversation with the chief—a fine, intelligent, middle aged man—upon the necessity of his forwarding our dispatches to the Mackenzie, which he promised most faithfully to perform, for which he was to receive a musket and ammunition, and, upon his delivering the packet, a further reward equal in value to a silver fox skin. He, however, said that their tribe do not trade with the Mackenzie, but with another further south, who in their turn traffic with the Indians who are in the service of the Hudson Bay Company; so, as they have to pass through three tribes of the heathen before they come into the hands of civilized man, I think it extremely probable that they may never reach their destination. Mr. Miertsching, from his knowledge of the Esquimaux character, thinks otherwise, and imagines that the chief will himself carry them. The perfect ease with which this gentleman understands and converses with these interesting people surprises them very much; they were most anxious for him to remain, promising to be very kind. The chief presented his daughter, a very pretty girl of about fifteen, who should be his wife; tents and all appurtenances were to be added.

While these negotiations were going forward, upwards of 100 persons had descended from the village. With such a concourse I did not think it prudent to open the bag containing the presents, well knowing their cupidity is easily excited by the display of such valuables, when they are not to be relied on. We consequently returned to the boat. When the chief was instructed in the use of his gun, he showed himself an apt pupil, and when the ammunition was given into his hands, expressed himself very much gratified at the gift, and walked towards the village with his chief men. A line was then made on the beach, which the recipients of gifts were not to pass (and this they perfectly understood); the interpreter then commenced the distribution. For a little time order was maintained, but the fair sex becoming clamorous and closing round, the line was broken, and, to prevent being driven into the water, we were compelled to retreat to the boat, which was lying aground about twenty yards from the beach.

By this manoeuvre, we escaped from all that had not on water-tight boots, but still about forty surrounded the cutter; and, although the crew were stationed round her to prevent their getting on board, so eager and persevering were the women that several were lifted in, endeavouring to seize everything within their reach; one of them in the most dexterous manner slipped the compass out of its box into the breast of her jacket, and with difficulty it was recovered. It was only by great firmness and stoppage of the supplies that reduced them to order, or to quit the boat. The presents being at length distributed, and every one in good humour, we wished them farewell, and commenced launching the boat, in which operation they most vigorously assisted, and seventeen, in their fairy kyacks, escorted us to the

ship, arriving about a quarter of an hour before we did—except one, who, having got some little distance off the shore, encountered a fresh breeze and rough sea. We shortened sail, and took boat and all in. The poor fellow being drenched we offered him a little brandy, which he drank at a mouthful, not being aware of its strength. He suffered the sensation to subside without evincing (except by his eyes watering) any symptom of vexation, and then asked for water. Many came on board the ship, but one only ventured below, who was exceedingly surprised to find that we had not tents but houses (cabins), and said he should have many wonderful things to relate when he went home. This tribe is a fine intelligent race—cleanly, handsome, and well-grown; and I deeply regret that so little has been hitherto attempted in civilising them. I sincerely hope that the day is not far distant when this interesting people may be redeemed from their deplorable state of heathen darkness.

At 5.40 p.m. we sailed with a moderate breeze from the S.W., and reached to the S.E. for the purpose of clearing the Bailey Islands. At 9 tacked and stood to the N.W., the wind becoming light and variable. During the night we made but little progress; and at 8 a.m. on the morning of September 1st I observed Cape Bathurst, N.E.b.E., six miles. In the course of the forenoon many kyacks came off. The natives, now assured of our friendly intentions, came on board without the slightest reluctance, and, through the medium of the interpreter, acquainted us that during the night they had been preparing a feast, roasting whale and venison, and had salmon, blubber, and other delicacies, besides plenty of skins ready at the tents, and hoped we would come on shore, which, indeed, I should very much have enjoyed had the vessel being in a less precarious position; but, under the present circumstances, it was impossible, which, it appeared, that those on shore understood, for in the afternoon a great many of both sexes visited us; and, all being clamorous to get on board, we were obliged to take their kyacks on deck.

Seeing their boats were in safety, they made themselves perfectly at home, examining every article of furniture most minutely. The pictures and looking glasses in the officers' cabins were objects of much admiration. Many were dancing with our men, and so mutually happy were all parties, that it was near six o'clock before I could get them to leave the ship; indeed, had not the interpreter told them that we were going towards the pack, and would not again come near their tents, I very much question if we should have got them away without compulsion. We understood from them that the main pack is permanent, never leaving the shore above 12 or 14 miles. They designate it as the "land of the white bear," as it abounds with those animals, which they appeared rather to dread, as, when we stood towards the pack in the forenoon, they entreated not to be left there as they were fearful of the bear. One mother mentioned that she had her little child carried away by one of them a short time previous, while playing on the shore a little distance from her. The poor creature shed tears

in relating the catastrophe. At parting several presents were bestowed upon them, which had the effect of eliciting promises of friendship for us or any of our white brethren who might come on their coast.

These people had no article of European manufacture, except a few iron pots, which certainly they gave a very formidable price for—no less than five of the best silver fox skins for each. The tribe leave the Cape about the 20th of September, when the ice is sufficiently stotng to bear their sledges, for the purpose of bartering with the bordering tribe. They then go to their winter houses some distance inland, with the exception of a few families, who live the entire year upon this bleak and inhospitable shore.

Sept. 2nd.—Fine day, with light northerly wind; ran along the pack edge, the ice being heavy and impenetrable: not a drop of water to be seen from the mast-head among it. The water between it and the shore is practicable, although encumbered with much loose ice. Experienced a strong current from the S.E., which set us to the westward of the Bailey Islands.

On the morning of the 3rd, the wind gradually veered to the southward, bringing with it a very dense fog, and, being at the time surrounded with heavy floe pieces and close sailing ice, through which it was necessary to pursue our course, so that every advantage might be taken of the favourable breeze, the vessel occasionally came into violent collision. At noon it cleared a little, when Trail Point bore S.S.W., about seven miles; sounded in 65 fathoms (mud). The nights having a few hours' darkness, blue lights and rockets are fired for the purpose of attracting the attention of any parties that might be returning from Wollaston or Victoria Lands bound to the Mackenzie.

4th.—Light variable winds, with warm weather, the temperature rising to 41° ; the water along shore free from ice. About four miles to the westward of the Horton, sounded in 83 fathoms, and shortly after passed over a narrow shoal having but 13 fathoms; a few pieces of heavy ice were grounded upon it. The land appears to average from 80 to 100 feet in height, composed of blue clay intermingled with sand. Many whales have been about the ship: at one time eight, and from one to four the greater part of the day. A bear, the first that has been seen, was likewise remarked upon some loose ice in shore, but time would not allow of its being pursued.

5th.—The weather, which had been squally, accompanied by a thick fog during the early part of the day, cleared towards noon, when a volume of smoke was observed about twelve miles S.W., and five to the eastward of the Horton, in the same spot that it had attracted our attention yesterday. As divers opinions were in circulation respecting its probable cause, and the icemate having positively reported that from the crow's nest he could distinguish several persons moving about, dressed in white shirts, and observed some white tents in a hollow of the cliff, I certainly had every reason to imagine they were a party of Europeans in distress, convinced that no travellers would remain for so long a period as we had remarked the smoke in one spot for their pleasure; therefore, to satisfy myself equally as others, I deter-

mined to send a boat on shore, as it was now calm; the first whale-boat, under Lieutenant Cresswell, with Dr. Armstrong and Mr. Miertsching, was dispatched to examine into the cause, who on their return reported the smoke to emanate from fifteen small mounds, of volcanic appearance, occupying a space of about fifty yards, the place strongly impregnated with sulphur, the lower mounds being about 30 feet above the sea level, the highest about 50 feet. The land in its vicinity was blue clay, much intersected with ravines and deep water-courses, varying in elevation from 300 to 500 feet. The mark of a reindeer was traced to a small pond of water immediately above the mounds. A notice of our having landed was left, which would not long remain, as the cliff is evidently rapidly crumbling away. Thus the mystery of the white shirts and tents was most satisfactorily explained. A breeze shortly springing up from the westward, we made sail to the N.E. During the night it freshened considerably, with rain and thick weather; this, combined with four hours' darkness, compelled me to shorten sail, although loth to lose the full benefit of the fair wind, but we struck so heavily against large blue floe pieces, that were barely above the water, that the greatest vigilance and attention were insufficient to avoid them, so no alternative remained to prevent disaster.

A great many seals and whales were seen in Franklin Bay; no less than fifteen of the latter were playing around us at one time, but very small, or according to Greenland fishing phraseology, "having only three-foot bone," so Mr. Newton, the icemate, informs me. At 4 a.m. on the morning of the 6th, we were off the small islands near Cape Parry, bearing N.E.b.N., ten miles, with a fine westerly breeze, and loose sailing ice, interspersed with many heavy floe pieces; the main pack was about three miles to the N.W. apparently one solid mass. At 11.30 a.m. high land was observed on the port bow, bearing N.E.b.N., distant about fifty miles. On approaching it the main pack appeared to be resting on the western shore, which side it was my intention to have coasted had it been possible; the eastern one being, however, comparatively clear as far as could be ascertained from the mast-head, decided me to follow the water, supposing it an island round which a passage would be found into the Polar Sea.

We continued working to windward the whole of the night, and by 9.30 a.m. of the 7th, were off the South Cape, a fine bold headland, the cliffs rising perpendicularly upwards of a thousand feet, which was named "Lord Nelson Head," in memory of the hero whose early career was connected with Arctic adventure. We shortly afterwards hove to, and, with the first whaleboat and cutter, landed and took possession, in the name of her most gracious Majesty, calling it "Baring Island," in honour of the First Lord of the Admiralty. A pole was erected, with a large painted ball upon it, near a cask, which was left, containing a notification and other particulars of our having been there. The sights obtained by artificial horizon place the signal-staff in lat. $71^{\circ} 6' N.$, long. $123^{\circ} W.$; and the fall of the tide was ascertained to be six inches during one hour and a half. We observed nu-

merous recent traces of reindeer, hare, and wild fowl; moss and divers species of wild flowers were also in great abundance; many specimens of them equally, as of other subjects, of interest to the naturalist, were selected with much care by Dr. Armstrong. From an elevation obtained of about 500 feet, we had a fine view towards the interior, which was well clothed with moss, giving a verdant appearance to the range of hills that rose gradually to between 2,000 and 3,000 feet, intersected with ravines, which must convey a copious supply of water to a large lake situated in the centre of a wide plain, about fifteen miles distant. The sight to seaward was favourable in the extreme, open water, with a very small quantity of ice, for the distance of full forty miles towards the east, insured good progress in that direction.

Returning on board at 1 p.m., we made sail to the eastward, having a beating wind. Continued working along shore, in soundings varying from nine to seventy-six fathoms, dark mud mixed with yellow clay, until close to the land, when it changed to fine white sand. The weather becoming foggy, our lead was the only guide until 10 a.m. of the 9th; it then cleared for a short time, when land was observed to the eastward about fifteen miles distant, extending to the northward as far as the eye could reach. The mountains in the interior are lofty and snow-covered, while the low ground is quite free. Several very remarkable peaks were discernible, apparently of volcanic origin. This discovery was named Prince Albert Island, in honour of her Majesty's consort, in lat. $72^{\circ} 1' N.$, long. $119^{\circ} 25' W.$, continuing our course slowly to the N.E., in consequence of thick fog, snow, and baffling winds.

At 8 a.m. of the 10th, we were near two rocky islets, named after H.R.H. the Princess Royal, the largest being about 600 feet in height, and a mile and a half in length, the southern and eastern sides being precipitous: the other was about a quarter of a mile long and a hundred feet high, gradually sloping to the water's edge, representing very much the appearance of an inverted whaleboat. The wind becoming fair, and weather clearing, all the studding sails were set, with the hope of reaching Barrow Straits, from which we were now distant about seventy miles, as the water was tolerably clear in that direction, although much ice was lying against the western land, and from a shoal extending towards it from the largest of the Princess Royal Islands, upon which we obtained thirteen fathoms water. Much loose ice was also in motion, and while endeavouring to run between two floes, at the rate of four knots, they closed so rapidly, one upon either beam, that our way was instantly stopped, and the vessel lifted considerably: in this position we were detained a quarter of an hour, when the pressure eased and we proceeded. Our advance was of short duration, as at 2 p.m. the wind suddenly shifted to the N.E. and began to freshen. The water, which a few hours previous had excited sanguine hopes of a good run, became soon thickly studded with floes, that by 4 p.m. there was scarcely sufficient to keep the ship free. This by much exertion was, however, effected, until 2 a.m. of the 11th, when we were beset. At 5 a.m. the ice again opened, which admitted of our

getting a few miles to the N.E., until 11.30 a.m., when our course was impeded by a very dense pack. At 7 p.m. the wind shifting to the N.W., set the whole body of the ice upon the eastern shore, which shoaled our water from 80 to 50 fathoms in one hour. A clear space of two miles was, however, the result of this movement, in which we continued working the whole night, and upon the morning of the 12th perceived we had lost some miles, as the pack was in motion to the southward; also the further mortification of seeing the whole of the western shore perfectly exempt from ice, while the space of water we occupied was become rapidly more limited by very large and heavy floes, through which we were unable to force, and at 11 a.m. were again beset.

A fresh gale, with snow, which continued until the morning of the 13th, pressed the ice so heavily upon the vessel that the rudder was unhung to prevent its being damaged; during the night the temperature fell to 10°, and the land became completely snow-covered. On the 15th, however, it rose to 30°, with the wind from the S.W., which set the ice in motion, compelling us to shift our berth to avoid collision with an immense floe. At 2.36 a.m. commenced warping, which tedious and laborious duty continued with but slight intermission until half-past 12, when we passed into clear water. A run of five miles to the N.E. brought us to another icy field too dense to penetrate, extending from shore to shore, which is here about 12 miles asunder. The weather towards sunset becoming thick with snow, we ran into six fathoms, and secured to a piece of grounded ice under the western land, with the intention of remaining during the night, as they were then long and dark, therefore navigating among close ice is quite impracticable. The wind, which had been fresh from the S.W. during the day, about 7 p.m. fell light, when the ice in the N.E., no longer restrained, spread with such rapidity that at a little after 8 it was observed approaching, its white line clearly defined running like an unbroken wave along the dark smooth water. To turn the hands up, make sail, and cast off the warps, was but the work of a few minutes; yet, with such violence was it impelled, that we had scarcely time to tow clear of the piece we had been fast to before it encircled the vessel, sweeping her away to the S.W. into five fathoms. I expected to have been driven on the beach; fortunately, from some unseen cause, its course was changed to the S.E., which took us into 20 fathoms; thus fluctuating between hopes and fears until 11.45 p.m., when its progress was mysteriously arrested, and gradually opening allowed of our running into clear water.

As the navigable season was now drawing to a close, which the fall in the temperature, as well as the formation of pancake ice upon the surface of the water whenever the wind became light, unmistakeably pointed out, it became a subject of anxious consideration what course to adopt in regard to the safety of the vessel; whether, by running to the southward, in which direction the water was still open, to endeavour to obtain a harbour in one of the bays indenting the south-eastern side of Baring Land, the nearest, probably, being 60 miles distant, and then

only the chance of finding a safe anchorage, which, if our search proved a failure, would place the vessel in a worse situation than at present, exposing her to a wide sea range, subject to heavy pressure from the enormous massive floes with which the Polar Sea is encumbered, from which we are here protected by the Princess Royal Islands; or, continue our advance to the north-east as long as the season permitted, and then submit to the only alternative, that of hazarding a winter in the pack. I decided upon the latter, for these reasons—that to relinquish the ground obtained through so much difficulty, labour, and anxiety, for only the remote chance of finding safe winter quarters, would be injudicious, thoroughly impressed as I am with the absolute importance of retaining every mile to insure any favourable results while navigating these seas, the loss of which might frustrate the operations of a whole season. Above all, being in the vicinity of Banks Land, and in the direction which Sir J. Franklin would in all probability have endeavoured to penetrate could he have reached Cape Walker, I therefore considered that our position was most eligible for carrying into full effect the instructions of my Lords Commissioners of the Admiralty when the season becomes favourable for dispatching parties upon this important and interesting search. These, sir, were the considerations which influenced me in this “choice of difficulties,” and they will, I trust, appear of sufficient validity to meet with the concurrence of their lordships, hazardous as was the experiment.

At 6 a.m. of the 17th the wind, which had been light from the N.W., gradually died away, when we were almost immediately beset. There were several heavy floes in the vicinity; one, full six miles in length, passed at the rate of two knots, crushing everything impeding its progress, and grazed our starboard bow. Fortunately there was but young ice upon the opposite side, which yielded to the pressure; had it otherwise occurred, the vessel must inevitably have been cut asunder.

In the afternoon secured to a moderate sized piece, drawing 8 fathoms, which appeared to offer a fair refuge, and from which we never afterwards parted; it conveyed us to our furthest N.E. position, lat. $73^{\circ} 7' N.$, long. $117^{\circ} 10' W.$, back round the Princess Royal Islands. Passed the largest within 500 yards to lat. $72^{\circ} 42' N.$, long. $118^{\circ} 42' W.$, returning along the coast of Prince Albert Land, and finally freezing in at lat. $72^{\circ} 50' N.$, long. $117^{\circ} 55' W.$, upon the 30th of September, during which circumnavigation we received many severe nips, and were frequently driven close to the shore, from which our deep friend kept us off. To avoid separation we had secured with two stream cables, (one chain,) two 6 and two 5-inch hawsers.

As our exposed position rendered every precaution necessary, we got upon deck a twelvemonth's provisions, with tents, warm clothing, &c., and issued to each person a pair of carpet boots and blanket bag, that in the event of any emergency making it imperative to quit the vessel we might not be so destitute. The 8th of October our perplexities terminated with a nip that lifted the vessel a foot, and heeled her four degrees to port,

in consequence of a large tongue getting beneath her, in which position we quietly remained. As, however, there was a probability of being thrown upon the ice, it was requisite that a smooth surface should be made to receive the vessel, which was accomplished with much facility by blasting the hummocks along the edge of the floe for about 150 yards, and twenty in breadth. This done, and every indication of the pack being now thoroughly cemented, with a temperature of 7° minus, we completed housing over, and other arrangements for our winter quarters.

As the weather upon the 10th was calm and fine, and the ice quiet, at 8.30 a.m. left the ship, accompanied by Lieutenant Cresswell, Dr. Armstrong, and Mr. Miertsching, with a party of seamen, carrying a pole, &c., to plant upon the shores of Prince Albert Land, which we proceeded to take possession of in the name of her most gracious Majesty. This accomplished, we walked to the highest hill observable at the distance of five miles, to an elevation of 1,500 feet, which gave an extended view in every direction.

The country was very hilly, with deep ravines and large lakes. This appears the general character of the land on both shores. The course of the water towards the N.E. we were anxious to trace, hoping to see an opening into Barrow Strait. In this we were disappointed, from the many low points intervening, rendering it impossible to ascertain the land from the sea, both being frozen. On our return we had the mortification to find that the land and sea ice had separated about 100 yards along the whole line of coast. We walked by its margin for some miles, hoping to meet with a loose piece of ice to ferry us across; but night closing rapidly, subjected us to so many falls, owing to the inequalities of our road not being distinguishable, we were compelled to halt, and commence firing to attract attention, but our distance from the ship was too far to render our signals of any utility.

At 8.30 p.m. Mr. Court, with one of the many parties that were searching the ice in all directions, fortunately saw our flashing and made for it; but, unsuspecting our dilemma was created by open water, had no boat; immediately returning, he met with a party which had two of Halkett's. These were soon launched, only getting through the pancake ice, which was by this time an inch thick, was attended with great difficulty. The sea ice also rapidly setting to the northward, the boats after each transit had to be carried south before being launched, so as to insure their reaching the only spot from which the party to be relieved could embark. This operation commenced at 10.30 p.m., and by midnight we were all over, and reached the ship at 2.30 a.m., all parties meeting with heavy falls, but receiving no accident of consequence.

I cannot refrain from noticing the excellence of Halkett's boats, or speak in too high terms of the ingenuity of the inventor. These admirable little articles were inflated on board, and with the greatest facility carried upon a man's shoulders over ice which, from its excessive roughness, no other boat could by any possibility have been got across

without being smashed. By their means a large party were relieved, who were without tents, clothing, fuel, provisions, or in any way provided to withstand the severities of a polar night, with the thermometer 8° minus. The consequences to them might have been very serious; as it was, however, the annexation of Prince Albert Land to the British crown was considered to have terminated so favourably, that I directed an extra supper and allowance of grog to be issued to my energetic crew as a reward for their eight hours' rigorous exertions.

Being dissatisfied with the view obtained from Prince Albert Land respecting the waters we were now in as to their connection with Barrow Straits, which would settle the question of a north-west passage, I determined to proceed in that direction with a travelling party, although rather late in the season, as soon as I felt that the vessel might be safely quitted, which I judged would occur after the ensuing spring tides, if at that period there was no commotion among the ice. Accordingly, upon the 21st, everything being favourable, I started with Mr. Court, second master, and the following men—Robert Calder, captain of the forecastle; Robert Tiffeny, captain of the maintop; Michael Flinn, quartermaster; George Brown, A.B.; Peter Thomson, captain of the foretop; and James Saunders, private, Royal Marines. The ice, for two miles from the ship, was so rough that Lieutenant Haswell and the whole of the ship's company, were occupied in carrying the sledge and different articles of lading. At 8 a.m. the sledge was finally packed, when, with the fatigue party in charge of Mr. Wynniatt, (mate,) accompanied by Dr. Armstrong, as an amateur, we set off to the north-east; at noon the fatigue party, having taken us eight miles, were directed to return. Soon after quitting us we got among very difficult ice. The sledge was broken, but quickly fishing it, we proceeded. Unfortunately, scarcely an hour had elapsed, when in crossing a floe, the inequalities of which were imperceptible, it came down with such a crash that it broke into pieces. This was unlucky, but, pitching our tent, Mr. Court and Peter Thomson (captain of the foretop) started for the ship, where they arrived at 7.30 p.m., and rejoined the next day at 2 p.m., with a fresh and larger sledge and a fatigue party, with Mr. Wynniatt to carry the damaged one back. (This party, upon my return, I found did not get on board until the following day, being stopped by heavy snow drift, but having a tent and provisions did not suffer.)

As soon as the new comers were refreshed, the sledge was packed, and by 3 p.m. were again off, continuing our course without any further disaster, until 3.45 p.m. of the 26th, when we had the extreme gratification of pitching our tent upon the shores of Barrow Straits, in lat. $73^{\circ} 31' N.$, long. $114^{\circ} 39' W.$ (chronometer), long. $114^{\circ} 14' W.$ (lunar), nearly on the line, as represented in the charts, where Sir Edward Parry has very correctly marked the loom of the land.

On the following morning, before sunrise, Mr. Court and myself ascended a small hill about 600 feet in height, so that we could command an extensive view of forty or fifty miles. The extreme point,

of Prince Albert Land bore lat. 78° E. (true), about thirty-five miles, the farthest land north, N.N.E., eight miles. The Melville Island shore could not be discovered, but in that direction the ice appears to be very heavy, and the floes exceedingly large. While we were making these observations, the crew were busily engaged erecting a basin about fifteen feet above the water (which had been named Prince of Wales Strait, in honour of H.R.H.), in which a copper cylinder was deposited. The spot is so conspicuous, that any person passing along the shore must remark it. All being completed by 10 a.m. of the 27th we turned for the ship, arriving upon the morning of the 31st, having, in nine days, made in a direct line 156 miles by observations, with a temperature between 7° and 15° .

From the afternoon of the 30th the weather, which had been overcast, suddenly brightened, showing the Princess Royal Islands, distant about twelve miles. At 3 p.m. I left the sledge, with the intention of getting early on board, to have everything in readiness for the comfort of the party, anticipating their arrival at 9 p.m. Unfortunately, the weather became again foggy about 5 p.m., followed soon by darkness, consequently my way was speedily lost, compelling me to wander about the floe during the night, with a temperature from 5° to 15° minus, when at 7 the next morning had the mortification to find that I had passed the vessel four miles, which I reached by 8.30 a.m., and immediately dispatched a party to assist Mr. Court, who was at five miles distance, having most judiciously encamped about seven miles from the ship, when the fog became too dense to travel.

I was agreeably surprised to learn from Lieutenant Haswell that on the 29th a party, consisting of Messrs. Sainsbury, Paine, Miertsching, and Newton, while sporting upon Prince Albert Land, had encountered a herd of musk cattle, two bulls, a cow, an heifer, and a calf, and, most adroitly, shot the whole, which yielded 1,296lbs. of excellent nutritious meat. A supply thus opportune and unexpected may be regarded as a most favourable termination to our season's operations, in which we have been nearly enabled to carry out verbatim their lordships' instructions, in reaching the ice by the 1st of August, and establishing a position near Banks Land, which services have been performed under circumstances over which we could exercise but little control, our only credit consisting in seizing the advantages that an Invisible Power scattered along our road, through fields of ice, where all human exertion would have been equally unavailing as the feebleness of a child to advance us one yard.

The winter—that dreary period of the voyage which I had looked forward to with much apprehension—passed mildly away, there being very little snow or wind, without our sanitary state being in the slightest degree impaired, for which happiness I assign these reasons—viz.:

1. The unflagging spirits and cheerfulness of the men.
2. The excellency of every species of provisions.
3. The free ventilation of the lower deck.
4. The extreme attention of Dr. Armstrong (upon our monthly inspections) to the state of the crew.

So that the month of March found us in a most healthy and efficient condition. Accordingly, upon the 3rd, we commenced our preliminary duties by taking a 30-foot whale-boat to the larger Princess Royal Island, where it is my intention to leave three months' provisions for all hands, that, at the breaking up of the ice, should the vessel unfortunately get crushed, we may have a certainty to fall back upon, which will enable us to reach the *Plover* without hazard of starvation. This duty being completed, as well as the transporting another whale-boat besides one of Halkett's to the eastern shore, distant five miles, for the facility of allowing the travelling parties going along that coast, should the ice break up and carry the vessel away during their absence. All arrangements being now made for the start of the searching parties, and the weather becoming very favourable, upon the 18th of April three were dispatched: under Lieutenant Haswell, S.E. shore; Lieutenant Cresswell, N.W. shore; and Mr. Wynniatt, (Mate,) N.E. shore; with six weeks' provisions each.

May 6th.—At 1 a.m., Mr. Wynniatt, having broken his chronometer, at the distance of 120 miles from the ship, returned; but, all being in good condition they were completed to thirty days' provisions, and at 6 p.m. were again *en route*. At the same time, two hunting parties with tents, &c., left the ship—one for each side of the Straits, as some deer had been seen, besides several ptarmigan and four hares shot. This early indication of fresh provisions is a subject of deep congratulation, independent of the very healthy and exciting occupation of the crew, who are all eager for the sport.

20th.—Lieutenant Cresswell returned in consequence of the severe bites of two of the men, having reached lat. $74^{\circ} 16' N.$, long. $117^{\circ} 40' W.$; being absent thirty-one days. During the greater part of the time he was subject to strong N.W. winds, sweeping from the Polar Sea through Barrow Strait, which, meeting him in the face, rendered it exceedingly difficult to walk against, the thermometer being frequently 15° below zero. He, however, traced the coast line, which, for about seventy miles along Banks Land, was very precipitous, averaging from 1,000 to 1,400 feet, from which it gradually sloped to a point trending to S.W., apparently the extreme of the land in that direction, as it abruptly turned to southwards. An elevation of a thousand feet, aided by an exceedingly clear atmosphere, left no doubt in his mind but that the Polar Sea was before him, and that Banks Land is a part of Baring Island. He was anxious to have made a further advance, and encamped during two days with the hope that the invalids would recover, but, finding them getting much worse, he, very properly, deemed it advisable to return with all haste to the ship. Before reaching her, however, both had to be borne upon the sledge, which threw the work upon four men; when, getting into heavy snow, the officer had to fall in at the drag ropes; nevertheless, the working party arrived in most excellent health and spirits.

On the 21st a large bear was killed. Upon examination of the stomach an extraordinary medley was discovered, consisting of raisins,

tobacco, pork, and adhesive plaster, that I came to the conclusion that the *Enterprise* must be near, the animal not having been seen before near our dirt heap, nor were there any traces of him about the ship. I therefore determined to send a party to the S.W., the only direction we had no travellers, to satisfy myself upon the subject. Accordingly, at 6 p.m., on the 22nd, Lieutenant Cresswell, with his party completed with two fresh hands, was again dispatched, with provisions until June 10th.

On the 24th the above mystery was satisfactorily solved. Some men in pursuit of a bear about half a mile from the ship picked up a preserved meat tin, with articles in it identical with those found in the stomach of the bear killed on the 21st; the foot prints of the animal were likewise abundant on the snow. This evidence was perfectly conclusive as to the locality where bruin had obtained his dainties. This being the anniversary of the birthday of Her Most Gracious Majesty, a royal salute was fired, and the colours displayed in celebration of the event.

29th.—Lieutenant Haswell and party returned, all in the most perfect health, having traced the coast towards Wollaston Land to lat. $70^{\circ} 38' N.$, long. $115^{\circ} W.$; from which point, the day being remarkably clear, he observed the outline of land to the distance of full forty miles trending to the S.W.; but, having advanced twenty-five days, he considered it prudent to proceed no further. Two large inlets and a deep bay were examined, besides an archipelago of small islands along the northernmost shore of the southernmost inlet, which is high, bold, and stratified, each inlet trending to the E.N.E., from eighty to ninety miles. The whole coast was strewn with driftwood, and many vestiges of Esquimaux encampments were met with, but of a very old date. On returning he was most surprised to find a party, consisting of eighteen natives, encamped upon the ice a few miles from the N.W. point of the northernmost inlet, in quest of seals; but, not understanding each other, no information could be obtained. They exchanged a few presents; and upon that day week he arrived on board, having remained out his forty-two days, thereby fulfilling his instructions to the letter.

In consequence of the above, I immediately decided upon proceeding to these people for the purpose of obtaining information that might determine the question relating to the Prince Albert, Wollaston, and Victoria Lands, as to their forming part of the American continent, or whether each was an island. Therefore, taking Mr. Miertsching (our invaluable interpreter) and twelve days' provisions, at 6 p.m. we started, and early upon June 3rd, fell in with them about ten miles to the northward of the point where they were first met with. They conversed freely with the interpreter, giving every information we required, relative to the trending of the coast, as far as they knew, which was some distance along Victoria Land. This they did by tracing upon a large sheet of paper which I brought for that purpose, continuing a sketch which Mr. Miertsching had made from the ship

to their tents, which they immediately comprehended, and as they were very particular in placing the Islands of "Lutton" and "Liston" with three smaller ones not mentioned in the chart, off Wollaston Land, I am, therefore, fully persuaded of its correctness, and only regretted that they could not go further (a tracing of which accompanies this narrative). They describe a large land opposite Wollaston, called "Nunavaksaraluk," (this, of course, is America,) to which they had never been, as they only trade with the Esquimaux to the S.E.; nor had they the slightest article of European manufacture about them. The use and sight of iron was perfectly new, all their implements being copper, their spears and arrows barbed with the same.

The copper ore is remarkably fine; but, not observing any when at the tents, the specimen was given me some time after quitting them; unfortunately we lost the opportunity of inquiring where it was procured, but I am inclined to think that it comes from the south-east tribes, in their bartering transactions, as the few and simple ornaments which they possessed were of that metal and obtained from thence. They are a kind, simple, and purely pastoral tribe, devoid of the knavish propensities which so strongly characterize those upon the Mackenzie and Colville, where intercourse with civilized man has demoralized the savage. Upon displaying the presents brought for them, the utmost propriety was observed. Although, doubtless, all men were anxious to participate in those treasures, there was not that eagerness to seize which rendered our interchanges with the other Esquimaux so troublesome; so far was it from these to do so, that it was with difficulty we could persuade them to accept without our receiving an equivalent, they inquiring of the interpreter, after each article was given them, what we wanted for it.

A piece of scarlet cloth, which I tied round a girl's neck, remained there until we were going away, when she ran up to Mr. Miertsching to ask what she was to give in exchange, and, when assured it was a gift from the chief, she gracefully acknowledged it with a smile. No weapons were remarked among them, except for the chase: their whole demeanour bespoke peace. They live near their present locality the whole year, not going any further to the northward, nor do they believe that there are any others in that direction; but to the S.E., along Victoria and Wollaston Land, the coast is thickly populated. It appears very extraordinary that they do not even possess traditional legends of their ancestors having been north, where the numerous traces which we meet with upon both sides of the Straits, as well as on the large Princess Royal Island, show that at one period the whole of this coast must have been densely populated; their language, Mr. Miertsching observes, is identical with that spoken upon the Labrador coast. At 9.30 we left this interesting people and returned to the ship, which we reached at 7 p.m. of the 5th, exceedingly gratified by the result of our pleasant excursion, our only misfortune being Cornelius Hullott, my coxswain, having both feet badly frost-nipped.

At 5 a.m. of the 7th, Mr. Wynniatt (Mate) returned with his party, having been fifty days under the tent. From his exploration of a portion of the south-eastern shores of Barrow Strait, as far as lat. $72^{\circ} 6' N.$, long. $107^{\circ} 42' W.$ (D.R.), whence the land was observed for about fifteen miles trending to the N.E., after rounding Point Peel, lat. $73^{\circ} 21' N.$, long. $112^{\circ} 30' W.$, the N.W. point of Prince Albert Land, he reports it to be in all respects, as to formation, the same as in this vicinity, for the distance of about forty miles, when, upon crossing a deep inlet, the land then assumed a N.W. aspect, when it became high, precipitous, and barren. No driftwood of any description was met with, but the ice lay against its base in heavy and unbroken masses. Further to the eastward a lesser one was circumambulated, having in it several smaller islands, with its southern shore formed of stratified cliff, having an elevation of about 800 feet.

On the 10th, at 7.45 am., Lieutenant Cresswell and party, having completed their nineteen days, returned from their search towards the S.W., (to lat. $71^{\circ} 10' N.$, long. $123^{\circ} 4' W.$), making in the aggregate fifty under the tent; during which he has coasted three sides of Baring Island, from the north shore of which he looked upon the Polar Sea, and upon the south walked twenty-four miles on it, both presenting the same smooth surface, which I consider to be attributable to the long prevalence of north-easterly winds at the termination of the navigable season setting the heavy ice which we encountered, and saw resting upon the western side of the island, over to the American and Asiatic shores, which may cause the great difficulty in rounding Point Barrow late in the season. Unfortunately, the weather became overcast, which limited his view to the northward, only allowing him to observe that the coast was high and bold.

On this excursion he met with four partitions of the ice, varying in breadth from ten to twenty feet, apparently running across the Strait; but, being provided with one of Halkett's valuable little boats, this obstacle, which would otherwise have caused a detour of many miles, was easily overcome. It is impossible to recommend these boats too highly upon a service of this description, where every article of weight is objectionable. Their whole fitting is but 25lb. When not required they form a platform on the sledge to stow the baggage, and when in use they are carried inflated upon the top. Thus, on two occasions, they have been of essential service, without the smallest inconvenience.

Lieutenant Cresswell erected a cairn, and deposited a cylinder within it upon a low beach near Cape Lambton. He also remarked the vestiges of Esquimaux encampments upon almost every part of the coast upon which he pitched his tent for the night, many of them thickly strewed with the heads of musk oxen, which denotes no paucity of those animals upon these lands; indeed, at the present time, both shores of the Strait are covered with wildfowl of every description, musk oxen, deer, hares, ptarmigan, and golden plover. This is certainly the most fertile part of the Polar regions, and must be the breeding place of those animals, which find rich pasturage among its

alluvial plains and valleys, unmolested by the Esquimaux, the traces of whose remains being overgrown with moss and rotten, have reference to a time long anterior. This party, with much spirit and zeal, performed their return journey of upwards of 160 miles in nine days and a half, under circumstances reflecting much credit upon them, the lateness of the season being unfavourable to so rapid an advance.

All being now on board and in excellent health, with the exception of three of the travellers suffering from foot-nips, our season's operations may be considered to have terminated fortunately; and, from the close examination which has been made over a vast extent of coast, whose direct distance, by observation, embraces 800 miles, to which a third may be added for the devious windings of the coast-line, without observing the slightest vestiges of any spar or other indication of civilized man having reached these shores. I am fully confident that the missing expedition under Sir John Franklin has never penetrated towards the Polar Sea in this direction, as some portion of the immense mass of stores, spars, or fitments with which those ships were provided must have been picked up, when driftwood of very inconsiderable dimensions did not escape observation. (A chart, showing the extent of discovery and course of each searching-party, accompanies this letter.)

I am also of opinion that Prince Albert Land is part of the continent of America, and that Point Peel is its N.W. extremity, and that the land thence is continuous to Cape Walker. The peculiar formation of its shores, from the very deep inlets which run into the interior, give the appearance of Straits, which, in reality, do not exist, as was apparently the case between Victoria and Wollaston Lands, and which is, very probably, the same between Cape Walker and North Somerset. My opinion is strengthened by the Esquimaux upon this coast speaking the same language as those of Hudson Straits, which Mr. Miertsching, the interpreter, thoroughly understands, and conversed fluently with them, while with those of the Colvile and Cape Bathurst he found it sometimes difficult to do so. Consequently, I think it very probable that the forefathers of these have crossed from Hudson Straits, and kept the coast-line of Victoria and Wollaston Land, and have thus retained the purity of their language, which those upon the north coast of America have lost by constant intercourse with the Indians. I certainly should have considered it my duty to endeavour to decide this point by detaching a boat through the Dolphin and Union Straits, but I feel assured that service has been accomplished by Dr. Rae last year, as he evidently was not in this direction.

During the absence of the searching-parties the refitting of the ship was carried on, under the direction of Messrs. Sainsbury (Mate) and Court (second Mate), so that upon their return little remained but to get the boats from the eastern shore, and the tents and appurtenances which the shooting parties had upon each side of the Strait on board, the weather being unfavourable and the state of the ice becoming too precarious to allow of any persons being so far distant from

the ship. This being effected, as also the repairing and painting of a boat which is to be left with the provisions at the large Princess Royal Island, completed upon the 13th, we had the satisfaction of having every one on board, with the vessel thoroughly refitted, caulked, painted, and watered, and in every respect as efficient for the service we have to perform as the day we quitted Plymouth, with a trifling sick-list, principally from the effects of frost-nips and foot-soreness from the travelling. We now await, with no little anxiety, the disruption of these mighty masses of ice by which we are encircled and the consequences depending upon that event, which cannot be contemplated without deep apprehension.

The first indication of open water occurred to-day (July 7th, 1851), extending some distance along the shore of Prince Albert Land, about a mile in width. The ice in every direction is so rapidly decaying, being much accelerated by sleet and rain, with the thermometer standing at 45° , so that by the 14th that which for the last few days had been slightly in motion, with large spaces of water intervening, suddenly and noiselessly opened around the vessel, leaving her in a pond of forty yards; but, seeing no possibility of getting without its limits, we were compelled to secure to the floe which had for ten months befriended us, and, with the whole of the pack, gradually drifted to the southward, towards the Princess Royal Islands, which we passed on the eastern side, within half a mile.

On the 17th, at 10 a.m., being among loose ice, we cast off from the floe and made sail with the hope of getting upon the western shore, where the water appeared to be making, but without shipping the rudder, in consequence of being in the vicinity of several large floes, and, at 2 p.m., again secured to a floe, between the Princess Royal and Baring Islands (we passed over a shoal having 19 fathoms).

On the 20th, at 11.30 a.m., a light air from the S.W., which slackening the ice, gave hopes of making progress to the N.E., in which direction I was anxious to get for the purpose of entering Barrow Strait, that, according to circumstances, I might be enabled to carry out my original intentions of proceeding to the northward of Melville Island, as detailed in my letter to the Secretary of the Admiralty of July 20th, 1850: or, should such not be practicable, return to England through the Strait. The ship was cast off and a mile gained, when the wind died away, and we were again beset.

On the morning of the 22nd, open water appearing in the N.E., the rudder was shipped in expectation of a start, which was not, however, realised until the afternoon of the 23rd, when a light S.W. wind set the ice to the N.E., carrying us over a shoal upon which there was much ice, and we grounded in 13 fathoms. The corner of the floe to which we were attached, coming in contact with some of these masses, gave way, throwing pieces of twelve and fourteen feet square completely out of the water. It grazed the hard bottom with a sound not unlike distant thunder, as it crushed, crumbled, and upheaved, throwing an enormous mound up in its centre, as if under the influence

of volcanic agency, and then rent asunder; the part we were secured to remaining firmly grounded, while the other and lighter portion, being forced onwards with accelerated speed, came direct for our unprotected stern. To let go warps and anchors was but the work of a minute, and most fortunate were we in accomplishing it; as, ere they could be got on board, it struck the stern, forcing the ship ahead at the rate of two knots. A small space of open water, occasioned by the grounding of the floe, allowed of our advance; when, by warping and towing, we speedily got beyond its influence. Had our position been less favourable, nothing could have saved the vessel from momentary destruction.

At 11.30 p.m., with a breeze from the S.E., made sail through large leads of water towards the eastern side of the straits, and by the afternoon of the 24th, had nearly reached Point Armstrong, on which the ice was resting, and our course checked. There was much drift wood on the beach, mostly American pine. The cutter was consequently dispatched for a load, and some of the pieces appeared so fresh, that Mr. Ford, the carpenter, was of opinion that two years is the extreme of their quitting the forest. The wind veering to the westward during the night, set large bodies of ice into the water we occupied, which was filling rapidly. To prevent being forced on shore, we were obliged at 8 a.m. of the 25th, to run into the pack, where we drifted, according to the tide, about a mile and a half from the beach; but during the twenty-four hours made about two miles and a half to the N.E., from which I am of opinion, when taken with the quantity of drift wood that is thickly strewed along the beach, that on this side of the strait there is a slight current to the N.E., while upon the opposite one it sets to the southward, on which there is scarcely any wood, and our progress, while similarly situated, was in a southern direction.

We continued drifting in the pack, without meeting any obstruction, until 10 a.m. of the 1st of August, when a sudden and most unexpected motion of the ice swept us with much velocity to the N.E., towards a low point off which were several shoals, having many heavy pieces of grounded ice upon them, towards which we were directly setting, decreasing the soundings from 24 to 9½ fathoms. Destruction was apparently not far distant, when, most opportunely, the ice eased a little, and a fresh wind coming from the land, sail was immediately made, which, assisted by warps, enabled the ship to be forced a-head about 200 yards, that shot us clear of ice into 16½ fathoms, in which water we rounded the shoals. The ice then again closed, and the ship became fixed until the 14th, when the fog, which since yesterday had been very dense, again cleared, and discovered open water about half a mile from the vessel with the ice loose about her. At noon commenced warping, and at 3 p.m. passed into it with a light breeze from the N.E., that carried us some distance along the eastern shore. At 11 p.m. the fog was so thick that we were compelled to make fast to a floe, having, while standing in shore, stirred up the mud while in stays, shooting from no soundings at 25 fathoms to a quarter less 3,

which convinced me of the impracticability of remaining under way, as, had we been set on the beach, the ice, which came in before a freshening north-easter out of Barrow Sarait, would most effectually have detained us there.

Previous to quitting the floe, I was desirous of trying what effect blasting would have upon such a mass. A jar, containing 36lbs. of powder, was let down twelve feet into the water near the centre, the average thickness was eleven feet, and its diameter 400 yards. The result was most satisfactory, rending it in every direction, so that with the greatest ease we could effect a passage through any part of it.

15th—At 8 a.m. the fog cleared a little, which showed the base of the cliffs very close, although we were in 42 fathoms. Having water to the westward, we instantly made sail in that quarter; and at 11 a.m., being unable to see in any direction, again made fast, having carried away the spankerboom in breaking through a neck of ice, which forced the vessel from the wind, causing it to jibe. Our soundings increased to 62 fathoms, and the ice was ascertained to be setting bodily a mile and a half an hour to the W.S.W., so that upon the weather clearing at 30 minutes a.m. of the 16th, we found the vessel had been drifted fifteen miles to the S.W. As there was, however, water to the eastward, every exertion was made to reach it by warping; and at 3 a.m. succeeded, working along the eastern shore to ascertain what probability existed of being able to round the pack, and thus get into Barrow Straits, from which we were not distant more than 25 miles.

At 9 a.m. all hopes disappeared, as a clear view from the crow's-nest discovered the ice to be closely packed, resting upon Point Lady Ross, extending in one unbroken line to the opposite side of the strait. This determined me to give up all idea of prosecuting our search in this direction. Having been foiled in attempting this passage the latter end of one season, and at the commencement of another, I considered it not practicable, except under the favourable circumstances of a continuance of south-westerly winds, which would drive the ice into Barrow Strait, but I imagine there would be little difficulty in coming from the N.E., from which quarter we found the winds prevail. Our greatest advance in that direction was lat. $73^{\circ} 13' 43''$ N., long. $115^{\circ} 32' 30''$ W.

Accordingly at 9.30 a.m. we bore up with the intention of running to the southward of Nelson Head, and continue our search along the western side of Baring Island, with the hope of reaching the entrance of Barrow Strait by that route; as, from the report of Lieutenant Cresswell, I felt convinced that by Banks Land there is a passage from the Polar Sea. At 4 p.m. passed the Princess Royal Islands with a fine breeze; not a particle of ice to be seen in any direction, which only a month previous had presented enormous floes, and heavy grounded masses lying against their base and upon the shoal connecting them, which we considered had been there for years, and likely to remain for many more; even the huge pieces which had been thrown

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upon the eastern shore had vanished; so that every vestige of that formidable element had passed away, which for nearly eleven months had held us in its trammels.

On the 17th, while near Nelson Head, with a fine breeze from the S.E., we experienced a heavy swell from that direction, causing the vessel to pitch the hawse-holes under, and send the sea as far aft as the fore hatchway. A circumstance so unusual was hailed as a favourable omen, being a convincing proof that we were in much open water; and at 11.30 p.m. rounded the head. The land, for about 25 miles to the westward, is remarkably bold and lofty, where Cape Lambton, jutting out and rising perpendicularly 1,000 feet, presents a grand termination to it in that direction, whence it gradually recedes to the N.W., where it loses this bold character, partaking more of that remarked in the Prince of Wales Strait, being ranges of hills, gradually sloping from the interior to the shores, having fine valleys and extensive plains, several small and one considerable river, the water from the latter discolouring the sea two miles from its mouth, likewise many small lakes and harbours, which, however, would be only of utility for boats, as a heavy surf was breaking across their entrances; much drift wood strewed the beach, and the land was well covered with verdure, upon which were large flocks of geese feeding, while ducks were flying in great numbers, and I have little doubt that a walk a short distance inland would have discovered herds of deer and musk oxen. Nothing that was on the coast could escape observation, or could anything be more favourable for the object we had in view, as, with a fair wind and fine clear weather, we ran along it, from one to two miles distant.

At 4 p.m. of the 18th, being off a very low spit of land, (Point Kellett,) which extended to the westward for about twelve miles in the form of a horseshoe, having its sea side thickly studded with grounded ice, while its interior was exempt from any, I sent Mr. Court (second master) to examine, who reported an excellent and commodious harbour, well sheltered from N.W. to south, varying five fathoms within ten yards of the beach, which was shingle, and covered with drift wood. A set of sights were obtained, and a cask, containing a notice, was left there; its position lat. $71^{\circ} 56' N.$, long. $125^{\circ} 29' W.$ From this the land turns abruptly N.b.E., and a great change takes place in its general aspect, gradually becoming low and flat, so that near the beach it is scarcely discernible, resembling separate sand banks, but, upon closing it, a low spit, barely above the level of the water, was remarked connecting them. The lead may be considered an infallible guide along the whole of this coast, as the soundings are regular from 3 to 50 fathoms, at from one to four miles off shore.]

On the morning of the 19th we left this low coast, and passed between two small islands lying at the entrance of what appeared a deep inlet, running E.S.E., and then turning sharp to the N.E. It had a barrier of ice extending across, which prevented any examination. Wishing to keep between the northernmost of these islands and the

main land, to avoid the pack, which was very near it, we narrowly escaped getting on shore, as a reef extended from the latter to within half a mile of the island. Fortunately, the wind being light, we rounded to with all the studding sails set, and let go the anchor in 2½ fathoms, having about four inches to spare under the keel, and warped into four, while Mr. Court was sent to find a channel, in which he succeeded, carrying 3 fathoms, through which we ran for one mile, and then continued our course in eight, having from three to four miles between the ice and land.

At 8 p.m. were near two other islands, the ice resting upon the westernmost, upon which the pressure must have been excessive, as large masses were forced nearly over its summit, which was upwards of forty feet. Between these and the main we ran through a channel in from 9 to 15 fathoms, when an immediate and marked change took place in the general appearance and formation of the land; it became high, precipitous, sterile, and rugged, intersected with deep ravines and water-courses, having 65 a quarter of a mile, and 15 fathoms one hundred yards from the cliffs, which proved exceedingly fortunate, as the whole pack, which had apparently only just broken from the shore, was within half a mile, and in many places so close to it that, to avoid getting beset, we had nearly to touch the land. Indeed, upon several occasions the boats were compelled to be topped up, and poles used to keep the vessel from off the grounded ice, which extends all along the coast; nor could we round to, fearful of carrying the jibboom away against its cliffs, which here run nearly east and west. The cape forming its western extreme I have called Prince Alfred, in honour of his royal highness.

There were two apparently good harbours about twenty miles to the eastward of the Cape; the westernmost had a breakwater half a mile in length, twenty feet high, facing the north, with entrance on its east and west sides about sixty yards in breadth; the other was circular, about three-quarters of a mile in diameter, with its entrance on the west side. Our critical position would not admit of any detention, otherwise they would have been sounded, being very anxious to find a secure retreat in the event of having to winter on this coast.

The weather, which had been fine, with a S.E. wind, veered to the W.S.W., bringing fog and rain, so that on the morning of the 20th our further progress was impeded by finding the ice resting upon a point, which formed a slight indentation of the shore, and was the only place where water could be seen. To prevent being carried away with the pack, which was filling up its space, we secured to the in-shore side of a small but heavy piece of ice, grounded in 12 fathoms, 74 yards from the beach; the only protection against the tremendous Polar ice, (setting a knot per hour to the eastward before a fresh westerly wind,) which at 9 p.m. placed us in a very critical position, by a large floe striking the piece we were fast to, and caused it to oscillate so considerably, that a tongue, which happened to be under our bottom, lifted the vessel six feet, but, by great attention to the anchors and

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warps, we succeeded in holding on during the conflict, which was continued several minutes, terminating by the floe being rent in pieces, and our being driven nearer the beach. From this until the 29th we lay perfectly secure, but at 8 a.m. of that day the ice began suddenly to move, when a large floe, that must have caught the piece to which we were attached under one of its overhanging ledges, rising it perpendicular thirty feet, presented to all on board a most frightful aspect. As it ascended above the foreyard much apprehension was felt that it might be thrown completely over, when the ship must have been crushed beneath it. This suspense was but for a few minutes, as the floe rent, carrying away with it a large piece from the foundation of our asylum, when it gave several fearful rolls and resumed its former position; but, no longer capable of resisting the pressure, it was hurried onward with the drifting mass. Our proximity to the shore compelled, as our only hopes of safety, the absolute necessity of holding to it; we consequently secured with a chain stream and hemp cable, three 6 and two 5-inch hawsers, three of which were passed round it. In this state we were forced along, sinking large pieces beneath the bottom, and sustaining a heavy strain against the stern and rudder; the latter was much damaged, but to unship it at present was impossible.

At 1 p.m. the pressure eased, from the ice becoming stationary, when it was unhung and laid upon a large floe piece, where, by 8 a.m., owing to the activity of Mr. Ford, the carpenter, who is always ready to meet any emergency, it was repaired, just as the ice began again to be in motion, but as the tackles were hooked, it was run up to the davits without further damage. We were now setting fast upon another large piece of broken floe, grounded in nine fathoms upon the debris formed at the mouth of a large river. Feeling confident that should we be caught between this and what we were fast to the ship must inevitably go to pieces, and yet being aware that to cast off would certainly send us on the beach, from which we were never distant eighty yards, upon which the smaller ice was hurried as it came in contact with these grounded masses, I sent John Kerr, (gunner's mate,) under very difficult circumstances, to endeavour to reach it, and effect its destruction by blasting. He could not, however, find a sufficient space of water to sink the charge, but remarking a large cavity upon the sea face of the floe, he fixed it there, which so far succeeded that it slightly fractured it in three places, which at the moment was scarcely observable from the heavy pressure it was sustaining. By this time the vessel was within a few feet of it; every one was on deck in anxious suspense, awaiting what was apparently the crisis of our fate; most fortunately the stern post took it so fairly that the pressure was fore and aft, bringing the whole strength of the ship to bear. A heavy grind which shook every mast, and caused beams and decks to complain as she trembled to the violence of the shock, plainly indicated that the struggle would be but of short duration. At this moment the stream cable was carried away, and several anchors drew. Thinking that we

had now sufficiently risked the vessel, orders were given to let go all the warps, and with that order I had made up my mind that in a few minutes she would be on the beach, but, as it was sloping, conceived she might still prove an asylum for the winter, and possibly be again got afloat, while, should she be crushed between these large grounded pieces, she must inevitably go down in ten fathoms, which would be certain destruction to all: but before the orders could be obeyed, a merciful Providence interposed, causing the ice, which had been previously weakened, to separate into three pieces, and it floated onward with the mass, our stern tightly jammed against, but now protected by it. The vessel, which had been thrown over fifteen degrees, and risen bodily one foot eight inches, now righted, and settled in the water; the only damage sustained was several sheets of copper ripped off and rolled up like a sheet of paper, but not a fastening had given way, nor does any leakage indicate the slightest defect.

By midnight the ice was stationary and everything quiet, which continued until the 10th of September; indeed, from the temperature having fallen to 16° , with all appearance of the setting in of the winter, I considered our further progress was stopped until next year. The crew were employed collecting ballast (of which they obtained fifty-five tons), and other arrangements making for such an event. Shooting and other parties made daily excursions inland; in which rambles an exceedingly old Esquimaux encampment was met with, and a most interesting discovery of a range of hills, composed of one entire mass of wood in every stage from a petrification to a log fit for firewood. Many large trees were among it, but, in endeavouring to exhume them, they were found too much decayed to stand removal; the largest piece that we have been able to bring away being three feet ten inches in girth, and seven in length; these were found by Messrs. Sainsbury and Piers, at an elevation of 300 feet above the beach, (in lat. $74^{\circ} 27' N.$, long. $122^{\circ} 13' 15'' W.$), which is strewn with chips and small bits of wood, as are the water-courses and ravines as far as any person has walked inland, evidently washed down by the thaw from those ligneous hills. The country has fine vallies, well covered with verdure, and at some period of the year must be frequented by large herds of animals, as the heads of musk oxen and the well picked carcasses of deer are everywhere met with, many quite fresh. Two large wolves were disturbed in the act of finishing a fawn which they had just killed, but only two musk oxen were seen, besides a few hares and ptarmigan shot by our parties.

To day the temperature, from a change of wind to the southward, rose to 29° , accompanied by rain, which had the effect of so loosening the ice that the main pack separated from the ship, opening a lane of water, about sixteen miles to the eastward, varying in breadth from 50 to 200 yards, which, however did not promise any release to the vessel, until 11.50 a.m. (while the officer of the watch and quartermaster were examining the tide pole fixed on the beach, through a hole cut in the ice, about forty yards from the shore, which puzzled

them both, to find that they could not keep the guage erect, as it slipped from their hands while endeavouring to do so) it noiselessly opened, and drifted towards the pack, which it was impossible to avoid, and were carried to the N.E. a knot per hour, at the distance of half a mile from the shore, in soundings from 107 to 134 fathoms. All methods by warps and saws to extricate the vessel from her perilous position proving abortive, having masses of ice frozen to her bottom, recourse was had to gunpowder, which fortunately effected her release by the expenditure of 150lb., in charges of from 3lb. to 20lb., according to the distance from the vessel. This by any other means could not have been achieved, and saved us from being set against the thick grounded ice, which was resting upon Point Colquhoun, (certain destruction,) into which we should have been hurried by five minutes' longer detention, having barely time to make sail and shoot the vessel, without rudder, clear of the piece we had been so long frozen to, into the water, cutting the hawsers, which canted us, just as it entered the solid mass, upon the weather edge of which we twice grazed as we worked into the land; when, at 7 p.m. of the 11th, we again secured to a large grounded floe, seventy yards from it, in 10 fathoms.

At 10 p.m. our position was hazarded by a portion of the main pack, which had extended itself over the open water, coming in violent collision with the corner of our floe, turning it partially round; while the smaller ice pressed with so much strain upon the ship, that the anchors began to draw, and hawsers carry away. The stream chain luckily held until the pressure ceased, by the pack giving way, and our being pushed a few fathoms nearer the shore.

At 2.50 a.m. of the 13th, a lane of water opened about sixty yards from the vessel; and towards noon a rise in the temperature of 45° , with heavy rain, created hopes of liberation, an object of the highest importance, not only with respect to the views with which the expedition was fitted out, but for the safety of the ship, at present in a most exposed position, being on the eastern side of a large bay, open to the whole pressure of the Polar pack, and surrounded by masses of ice sixteen to eighteen feet thick, while the grounded floes were from thirty to sixty-seven feet in depth. To remove these impediments, or at all events endeavour the formation of a dock, blasting was had recourse to, with charges of from 16lb. to 65lb.: those made little impression, except near the explosion; therefore, a 26 gallon rum cask, containing 255lbs of gunpowder, was now sunk five fathoms among those large masses, at thirty yards from the vessel. Its effect was most conclusive, shivering them to atoms, rending that to which we were attached, and which was sixty-seven feet thick on the outer base, and thirty-five on its inshore edge, asunder, without the concussion being very much felt on board. All hands were employed in floating the loose ice into the water, having vainly attempted to force the ship through, aided by a strong wind, and a nine-inch hawser brought to the patent capstan, (such resistance from merely this sludge is incredible,) which work was continued until the afternoon of the 14th, when all was drifted

away, leaving a snug harbour, forty yards in width, flanked by heavy grounded floes, forming an excellent protection. The rudder was now hung, in anticipation of a start on the following morning; but at 11 p.m. the wind freshened from W.N.W., bringing the whole pack down upon this coast, filling our little harbour with loose and small ice, its entrance being too narrow to admit the large pieces. An enormous floe, however, carried away one of our flanks, but without disturbing the vessel in the slightest.

At daylight on the morning of the 15th these expectations were sadly blighted, it blowing hard from W.N.W., with sleet and snow; nor was a drop of water to be observed in any direction, and the ice apparently was again unhung, which, with the thermometer at 14°, scarcely afforded any probability of its being reshipped this season. In the course of the forenoon Messrs. Court (second master) and Newton (ice mate) were sent to examine the coast and state of the ice to the eastward of Point Colquhoun, distant about four miles. Their report was such as to confirm the opinion previously entertained, with this consolation, that the position which we occupied was better than any they had seen, as the ice to the eastward was much larger and more massive than that we were encompassed by. The soil on this coast is composed of gravel and limestone; and in the valleys near the beach the quantity and richness of the moss is quite surprising; but on reaching the first range of hills, about a mile distant, a more sterile landscape never met the eye. The whole country appears nothing but one mass of limestone, without the slightest vegetation; the traces of animals, so numerous fifteen miles further west, are no where in this barren ground to be met with.

On the 17th the westerly wind ceased, and was succeeded by one from the eastward, with a rise of temperature from 11° to 21°, which, by daylight of the 19th, had increased to 32°, with water extending along the coast three miles in width. We immediately cast off, and at 7 a.m. rounded the point, whence the land falls back E.S.E. Our progress was slow from many causes; the copper being torn and projecting from four to twelve inches from the bottom, light winds, and an ice-encumbered sea, so that at 3 p.m. our further advance was arrested by the pack touching the land, and extending with unbroken line to the northward as far as the eye could reach. Our day's work did not exceed fifteen miles, when we were compelled to make fast to the land ice, which along the whole coast is of the most massive and terrific dimensions I have ever witnessed. There was little selection of berth on a coast line nearly straight; but a slight indentation, protected east and west by two large pieces of a broken floe thirty feet above the water, gave hopes of some shelter; when, at 6 p.m., the water and loose ice, which was before perfectly still, suddenly rushed forward at the rate of two knots an hour, and, striking against the vessel, forced her from her anchors with such violence that she was driven astern upon a hard point of the floe, which rose her twelve inches, but, fortunately, held until the rush was over, which swept our

eastern bulwarks, but did no other damage. We then warped to the western side of the floe, where a small space was blasted for the bow, in which we quietly remained during the night.

At daylight of the 20th, finding the ice loose and drifting, though a perfect calm, a mile and a half an hour to the eastward, cast off and, laying hold of a large floe piece, was dragged along close by the grounded ice, which, with some difficulty, was avoided by shifting round the floe as it canted towards us.

At noon, having a light air from the westward, made sail; but soon had reason to regret it, as it shortly failed and the ice filling the land water it gradually forced the vessel into the pack, which hitherto we have been so anxious and careful to avoid. As the only hope of navigating this sea consists in keeping close to the shore, it now became evident that every exertion must be made, by warping, to regain the land, which, under the circumstances of the ice being in motion, with much that was small and loose filling up the intervals between the larger pieces, which allowed a secure footing for the men, was difficult, laborious, and anxious in the extreme, as, with every precaution, they frequently fell in. After seven hours' incessant work we succeeded, as the night closed, in reaching a huge and solid floe that had just been upturned, three of its sides being twenty-five feet perpendicular, grounded in 29 fathoms on the outer edge and having 10½ upon the inner one, around which was scattered much debris, part of its original self that had crumbled from the pressure against a cliff, up which it had been forced full seventy feet, and where a large mass was still remaining about a mile to the westward of a Cape (Austen) 400 feet in height, which is stratified, and of the same description as Nelson Head, where we secured for the night.

At daylight of the 21st, a thick fog, with hail, permitted a very circumscribed view; but, as the ice appeared loose in the direction of the Cape, at 5 a.m. started, and grazing round it within fifteen yards found ourselves in a large bay, entirely covered with ice, formed by another cape three miles S.E., compelling us, at 6.30 a.m., to make fast immediately beneath the cliff, whose summit nearly plumbing the hatchways rendered our position very unsafe, many fragments appearing so loose from the action of frost and water that a slight concussion would have brought them down. At 11 a.m. the ice eased a little from the land, when we again endeavoured to force towards the S.E., aided by a westerly wind and warping; but in the afternoon the fog became so dense, with an easterly breeze, that we made fast to the land floe; in which a small dock was formed, with the assistance of a little powder, about a mile from our forenoon's position, remaining until the morning of the 22nd, when a little progress was made towards the S.E., our operations by warping being brought to a termination.

At 1 p.m., having reached the Cape (Crozier) upon the south-eastern side of which the ice was resting, therefore, securing to a ridge twenty feet in height, lying at its base, I proceeded with Mr. Court to its summit for the purpose of examining the coast line. Towards the



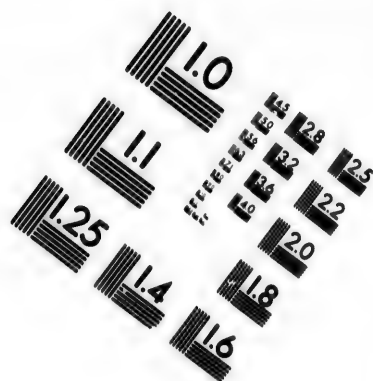
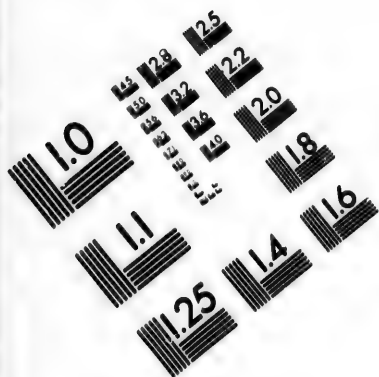
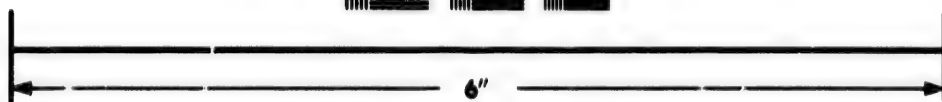
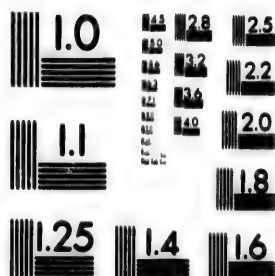


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S.E., a deep bay, extending thirty miles in that direction, filled with ice, which was commencing to move bodily to the westward and of a much less formidable character to that we had been subjected to, while what was lying along the shore was small and widely detached, well repaid the toil of ascent; indeed, since rounded by Cape Austen, it has lost much of its terrible aspect, which led to the inference that we were fairly in Barrow Strait, and that the main polar pack takes a direct line from the last mentioned Cape to the E.N.E., and that that which fills these Bays and is carried down Barrow Strait is the comparatively small ice which drifts from its southern edge, as we have invariably remarked that there is a decidedly easterly current, which impels the enormous polar floes on that course, while the lighter, influenced by wind, is oftentimes setting in an opposite direction.

This Cape (Crozier) is 250 feet perpendicular, presenting among its debris many interesting geological specimens; it is composed of lime and sandstone, having fossiliferous shells imbedded, also pieces of coal and petrifications of wood, identical with what has been met with upon other parts of this large Island and upon the Princess Royal Isles.

At 8.30 a.m. of the 28rd, although not daylight, open water was ascertained to be at hand from the dark appearance of the horizon to seaward; the vessel was cast off and, standing in that direction, found we had not been deceived. The wind during the forenoon coming from the westward enabled our running close along the shore, on which still rested a line of thin ice rendering the entrance of what appeared three good harbours inaccessible. The land was much less rugged, having small hills gradually sloping to the beach, and large valleys well calculated for the pasture lands of animals, but no particle of driftwood could be observed, which article has not been seen, excepting the small chips near the ligneous hills, since rounding Point Kellett, on the western shore.

At 5.30 p.m. our course was nearly obstructed from the ice resting upon a point about two miles distant: the studding sails were taken in but almost immediately reset, as it gradually opened, allowing just sufficient space for our passage by tipping up the lower booms. The shore shortly trending more to the southward increased our water, but snow and thick weather with night coming on rendered the land (not 200 yards distant) barely discernible. Most anxious, however, at the close of the season to embrace every opportunity of getting to some place of security our course was continued with easy canvas when, under other circumstances, we should have most assuredly secured for the night; and at 7.30 p.m., with the lead going, went, from 15 fathoms, upon a mud bank, having only six feet under the bow, and at the distance of ten feet from the stern only 18 inches, while the stern was in 5 fathoms. The stream anchor and cable were laid out, which service was well performed by Messrs. Wynnliatt, Sainsbury, and Court, it requiring four boats in consequence of the freshening N.W. gale and pieces of loose ice with snow, which, caking as it reached the water, formed so thick a coating over its surface and offer-

ing such resistance that it was scarcely possible to pull through, which, with clearing the forehold and warrant officer's storerooms, and bringing all the weight abaft the mizen-mast, at 10 p.m. we were enabled to heave off, and brought up with both bowers in 6½ fathoms. The remainder of the night was occupied in restowing the holds, weighing the stream anchor, &c., so that at daylight of the 24th we were in perfect readiness to move.

On a view of our position we found that we were on the N.W. side of a large bay, whose eastern limit bore N.E., eight miles, which we subsequently found formed the western point of Banks Land, and running to the S.S.W. about seven miles, which was rapidly filling up with ice flowing in before a fresh gale from the Polar Sea.

Still wishing to see if any possibility remained of getting down Barrow Strait, we weighed and stood as far as the ice would allow to the N.E., when, observing from the crow's-nest no water in that direction, I determined to make this our winter quarters, and having remarked on the south side of the bank, on which we had grounded, a well protected bay, Mr. Court was dispatched to sound it; and, shortly making the signal that there was sufficient water, we bore up, and at 7.45 a.m. we anchored in 4½ fathoms, and that night were firmly frozen in, in what has since proved a most safe and excellent harbour; which, in grateful remembrance of the many perils that we had, during the passage of that terrible Polar Sea, escaped, in reaching, we have named the "Bay of Mercy;" thus finally terminating this short season's operations, being actually only five entire days under way. Preparations were now made for housing in and everything was completed, except hauling over the cloth, by October 1st, which was not done that the daylight should be enjoyed as long as possible and a saving in lights effected. On that day, as a precautionary measure, the crew were placed upon two-thirds allowance of all species of provisions.

On the 4th Mr. Court was sent with a travelling party to connect our position with that visited by Lieutenant Cresswell in May last, from which we were only distant eighteen miles. On the 7th he returned, which service completed the search round the entire coast line of this island. He reported open water a few miles from the shore, which, gradually extending, reached the cliffs of Banks Land. Upon the 6th, with two men he was examining a few miles to the south-eastward of his tent, that detached the heavy grounded land ice from their base, drifting the whole party off shore to the N.W., fortunately being unencumbered with the sledge, they succeeded, with difficulty and by much agility, jumping from piece to piece, in regaining the shore, and that evening no ice could be remarked in the Strait, the whole being set into the Polar sea.

On the 10th Mr. Sainsbury (mate), with a travelling party, went to examine an inlet, which appeared to run some distance to the S.W. from the south side of the bay, but, upon the following day, returned, finding it extended only twelve miles, the water shoaling, until it finally

terminated in a large marsh, which, from the numerous traces of animals and wild fowl, may be considered as a favourite resort during the summer. As there appeared much game in the vicinity, and the weather continuing mild, shooting parties, under Lieutenant Cresswell, Messrs. Wynniatt, Court, and Piers, and the Marines, under Sergeant Woon, were established in different directions between the 9th and 28th, so that, with what was killed from the ship, our supply of fresh provisions on the commencement of the winter consisted of 9 deer, 53 hares, and 44 ptarmigan, all in fine condition, the former having from two to three inches fat.

The weather during the winter has been much more bolsterous, but in each month several degrees more mild than was experienced in the Prince of Wales Strait, nearly a degree and a half further south, last year, which, in conjunction with the animals remaining in numbers in this locality the entire winter, must, I suppose, be taken as a proof of its mildness, although lying exposed to the north-west winds, direct from the Polar Sea, which, upon our first being frozen in, led to the anticipation of having to encounter a severe season. In consequence of our favoured position, the crew were enabled to ramble over the hills almost daily in quest of game, and their exertions happily supplied a fresh meal of venison three times a fortnight, with the exception of about three weeks in January, when it was too dark for shooting. The small game, such as ptarmigan and hares, being scarce, were allowed to be retained by the sportsmen as private property. This healthy and exhilarating exercise kept us all well and in excellent spirits during another tedious winter, so that on the 1st of April we had upwards of 1,000lb. of venison hanging at the yard-arms.

All wearing so fair an aspect, and being desirous of visiting Winter Harbour, Melville Island, with the hope of meeting an officer there with whom arrangements might be made in the event of any accident occurring which would render it necessary to quit the ship, I proceeded on the 11th with Mr. Court (second master) and a sledge party for that port, but in consequence of thick weather coming on a few hours after leaving the vessel, and continuing unintermittingly for several days, we did not reach until the 28th. On the 15th we observed a very lofty Cape, bearing N.E.b.E. 30 miles, which I have called Queen Victoria, in honour of her most gracious Majesty, (the same which had been remarked last autumn from the high land near the ship); the land to the north-east forms the bottom of Lyddon Gulf, while that upon its western side stretched to the N.W. in one unbroken mountain line as far as the eye could reach.

At Winter Harbour we obtained a set of sights for the purpose of testing our chronometers, which were ascertained to be going exceedingly well; and, having deposited a notice of our visit under the same cairn that Lieutenant M'Clintock left one last year, upon a large fragment of sandstone, bearing this inscription, viz.: "His Britannic Majesty's ships *Hecla* and *Griper*, Commanders Parry and Lyddon, wintered in the adjacent harbour during the winter of 1819-20, A. Fisher,

sculpsit," at 6 p.m. commenced our return, travelling upon flat ice nearly the entire way, accomplishing in ten days what occupied eighteen upon the outward trip, and reached the ship upon the 9th of May, when I had the gratification of receiving the most satisfactory reports concerning our sanitary condition, and likewise that the supply of venison continued abundant, having twenty head of deer on board. In consequence the ration of venison was increased to one pound and a half thrice a week, as the crew were at hard work, clearing the holds, collecting and bringing off ballast; the latter a very laborious occupation, from the large space they had to search over in picking up a sufficiency of stone to complete one hundred tons, which was not accomplished until the 25th, after which we commenced watering, obtaining it from a lake about a mile from the ship, by boring through seven feet ten inches of ice, and cutting a reservoir to receive it, this forming a species of Artesian well, which gave a bountiful supply, enabling the watering to be completed by the 13th of June, previous to the commencement of the thaw, which was a great advantage to the crew, as it kept them dry footed.

About this time flocks of wild fowl, consisting of swans, geese, and all descriptions of ducks, began to arrive, but finding no water, merely took a flight round the north-west extreme of the land, and returned to the southward, from which it would appear that the season is late. Indeed, the land is as much covered with snow as in the depth of winter, nor was it until the 25th of the month that any alteration took place, when small streams commenced trickling down the sunny slopes of the ravines, and little ponds formed upon the ice. On the 30th we had an entire day of heavy snow, with one of the most severe northerly gales I ever witnessed at so advanced a period of the season; and upon the 1st of July found that the ice had increased its thickness four inches during the last month, being seven feet two inches, a most unusual circumstance, as both at Port Leopold and in the Prince of Wales Strait we found a very considerable decrease. During the month of June the temperature likewise was very low, showing an average of $31\frac{1}{2}^{\circ}$.

The appearance of the crew at their monthly inspection elicited a more unfavourable report from the surgeon than I have hitherto received. Evident symptoms of debility among the generality of them, and sixteen having a decided scorbutic tendency, plainly the effect of the late heavy labour in ballasting and watering; but as all our work is now on board, their gradual return to perfect health may be anticipated, without encumbering the sick list.

On the 8th of July Sergeant Woon, of the Marines, while in pursuit of a wounded deer, unexpectedly met a couple of musk bulls, which he succeeded in killing, evincing the most soldierlike coolness and intrepidity during the entire transaction. Having expended his ammunition, as one of the wounded and infuriated monsters rushed towards him, he fired his worm when at a few yards, but without much effect, as he continued his advance, evidently, however, weak from loss of

blood, till he had reached within six feet, when putting his head to the ground previous to his final rush, the Sergeant, as his last resource, fired his iron ramrod, which entering behind the left shoulder, passed through the heart and out at the right flank, dropping him dead at his feet. They are fine animals, whose gross weight are 1,330lbs., and yield, after deducting offal and hunter's perquisites, 650lbs. of excellent beef, which providential supply is most opportune, as our reindeer were expended last week.

Two Esquimaux huts upon a small islet in the centre of the bay, and the site of an encampment on a peaked hill on the western shore of the main land, are the only indications we have met with of that extraordinary and hardy people having at some period long past inhabited this coast; we have now discovered traces of them upon all sides of this island. But where are they gone, for certainly there is not one upon it at present, or why should they have quitted an island so abounding throughout the entire year with game; except, as the Esquimaux interpreter observes, there may be a great paucity of seals, without which luscious food they cannot exist, and this may be the reason, as we have seen very few.

During the month of July, the little thaw, which a temperature falling to 31° every night and rising only to 39° and 42° in the day could effect, has not been much, but the water draining from the land rotted the ice round the entire bay and detached it from 100 to 800 yards from the shore, so that it has power to move, and only requires open water in the offing to allow of its going out, which joyful event we entertained hopes of realising, as upon the 10th of August some lanes of water were observed to seaward, and along the cliffs of Banks Land there was a clear space of six miles in width, extending along them as far as the eye could reach from the north-west hills at an elevation of one thousand feet; and on the 12th, the wind, which had been for some time from the northward, veered to the south, which had the effect of separating the sea ice from that of the bay entirely across the entrance; but, shortly shifting to the north, it closed again, and never after moved.

On the 20th the temperature fell to 27° , when the entire bay was completely frozen over, and on the 27th to 19° , so that the whole aspect was cheerless in the extreme, the young ice being two and a half inches thick, so that the whole bay may be safely perambulated; indeed, the summer was fairly gone, for the uplands are all snow-covered, the wild fowl all departed, and the flowers, which gave cheerful variety to this bleak land, are all withered. The very season may be considered as one long sunless day, as since the latter part of May that luminary has been scarcely visible, or his influence felt, upon those icy masses which block Barrow Strait entirely across; nor do I imagine that the Polar Sea has broken up this season, as not a drop of water has been seen in that direction.

During July and the early part of August, the crew were daily employed gathering sorrel, of which there was a great quantity, upon the

hills in this vicinity, and eaten as a salad with vinegar, or boiled, when it resembled spinach, was found a most desirable anti-scorbutic, and a great benefit to all, being exceedingly relished; but that hardy and miserable herbage could not withstand this rigorous summer beyond the 15th of the month.

For several days the ice had been perfectly stationary, and no water visible in any direction, that along the cliffs of Banks Land being frozen, so that I felt assured that the winter had fairly set in, and all hopes of any release this year totally annihilated, the young ice being five inches thick. Having previously determined what course I should adopt under circumstances thus unfavourable, on the 8th of September I announced my intention to the crew of sending half of them to England next April, with all the officers not in charge of stores, *via* Baffin Bay (taking the boat from Cape Spencer) and the Mackenzie, detaining the remainder with the hope of extricating the vessel during the summer of 1853, or, failing that, to proceed with sledges, in 1854, by Port Leopold, our provisions admitting of no other arrangement; although we had already been twelve months upon two-thirds allowance, it was necessary to make preparations for meeting eighteen months more, a very severe deprivation and constitutional test, but one which the service we are employed upon calls for. The vessel being as sound as the day she entered the ice, it would therefore be creditable to desert the ship in 1853, when a favourable season would run her through the straits, and admit of reaching England in safety, where the successful achievement of the long-sought for and almost hopeless discovery of the North West Passage would be received with a satisfaction that will amply compensate for the sacrifices made and hardships endured in this most trying and tedious accomplishment. This statement was well received, and its execution will, I hope, be carried out without difficulty.

On the 17th the wind shifted to the S.S.E., and blew hard, which a few days earlier might have been attended with favourable results; but now it had no effect. The ice being eight inches thick, was too firm to be moved. The sails were consequently unbent, and preparations commenced for housing in.

24th.—This is the anniversary of our arrival. The contrast is very remarkable. We entered the bay with temperature at 33° , and not a particle of ice in it: to-day, the thermometer stands at 2° , with ice which had never moved, and every indication of a severe winter.

On the 25th of October, closed the hatchways and housed the vessel over; it becoming damp and cold between decks, the vapour funnels, of which there are five, giving a sufficient ventilation, those over the hatchways being never closed, carry off all impurities, so we enjoy a clear wholesome atmosphere below. This has very much contributed to the excellent preservation of our health: and the 26th being the second anniversary of our discovery of this passage, and the last that we should all be together, the occasion was celebrated by a small additional allowance of provisions and an extra glass of grog, which had

the effect of putting all in high spirits, so that the evening was passed most jovially in singing and dancing.

On November 8th completed the banking up and other outside work, finally terminating our winter arrangements on the 18th, by covering the upper deck with eighteen inches of snow.

The deer for the last few days have been coming from the southward to their winter quarters among those ravines and sand hills; ninety have been met with at one time, and forty at another; but so very wild that few have been shot. Our two seasons' experience show that these animals do not migrate to the south as is generally supposed, but bear the extreme rigour of the climate, and exist upon the scanty herbage, chiefly the dwarf willow, from off which they break the snow with their feet, which tapping can be heard at a considerable distance when the weather is calm, and frequently leads to their discovery. The hares and ptarmigan have also descended from the high ground to the sea ridges, so that a supply of game has been kept up during the winter, which has enabled a fresh meal to be issued twice weekly, and the usual Christmas festivities to pass off with the greatest cheerfulness. As it was to be our last, the crew were determined to make it memorable, and their exertions were completely successful. Each mess was gaily illuminated and decorated with original paintings by our lower-deck artists, exhibiting the ship in her perilous positions during the transit of the Polar Sea, and divers other subjects: but the grand feature of the day was the enormous plum-puddings, some weighing 26lbs., haunches of venison, hares roasted, and soup made of the same, with ptarmigan and sea pies. Such dainties, in such profusion, I should imagine never before graced a ship's lower deck. Any stranger to have witnessed this scene could but faintly imagine that he saw a crew which had passed upwards of two years in these dreary regions, and thrown entirely upon their own resources, enjoying such excellent health, so joyful, so happy; indeed such a mirthful assemblage under any circumstances would be most gratifying to any officer; but in this lonely situation I could not but feel deeply impressed, as I contemplated the gay and plenteous sight, with the many and great mercies which a kind and beneficent Providence had extended towards us.

March 1st, 1853.—The most dreary and dark time is now passed; and severe and trying it has been. The cold of the last two months was excessive, January showing a mean of 44° , being 17° below the corresponding period last year; and one day the temperature fell to 65° , and for twenty-four hours actually averaged 62° . I should have doubted the correctness of the thermometer (as no former experience shows so low a register) had it not been well tested the two preceding winters, when it only fell to 52° ; but, independent of the glass, the feelings gave unmistakable evidence of the extreme keenness of the weather, as for one entire week the temperature never rose above 40° , the wind being about S.S.W., from which quarter during both winters we have invariably felt the greatest cold. I, therefore, imagine

that in the interior the land must be very lofty, as, when the wind veers to the north, which is directly off the Polar Sea, the glass rises, showing the highest temperature when it is easterly. These low temperatures have caused much moisture between decks, and, from not being able to allow a sufficiency of firing to counteract the effect of this damp atmosphere, it has been materially felt by the crew. The sick list at one period consequently increased to nineteen; five being cases of scurvy, and the same of dropsy; but now happily reduced to ten, and the surgeon's report upon the scurvy of the crew to-day, as to their general state and condition, is as favourable as I could under all circumstances have anticipated.

During the last month we have been employed gravelling a distance of 800 yards towards the sea ice, with the hope of its weakening it, in the event of our being able to move when the season for navigation arrives.

On the 3rd told the men off that were to proceed to England next month, *viâ* Mackenzie and Baffin Bay. They appeared extremely well satisfied with the arrangement, as I explained to them my object was to send home all who had suffered the most from the severity of the climate, and to which another year might prove exceedingly trying, as well as to retain the most effective men in the event of being detained another winter.

On the 15th the travellers went upon full allowance of provisions, which, I have little doubt, will, before they are required to start, get them in good condition.

21st.—The weather has been beautiful during the last week; the temperature, which, until the 16th, continued almost daily to fall to -56° , on the 17th rose to -27° , the following day to -14° , and on the 19th to $+3^{\circ}$, which sudden and delightful change, after the excessive cold of the last three months, is most grateful. The invalids are rapidly improving, the majority taking a daily airing of from two to three hours. The temperature at noon to-day, exposed to the sun, rose to $+40^{\circ}$, so that the extreme severity of the winter is over; in fact, to the present time, April 5th, the temperature daily mounts, in the shade, above zero, which, according to past experience, is exceedingly mild, and may be considered indicative of an early break up of the ice. God grant such may be the case.

On the 15th it is my intention to start the parties destined to make their way to England, and from our good sanitary condition I feel but little doubt all will safely arrive. A fatigue party, under the command of Mr. Court, second Master, will accompany Lieutenant Haswell for a few days, while John Calder, captain of the fore-castle, a trustworthy and zealous petty officer, will proceed with Lieutenant Crosswell as far as the Princess Royal Islands, and from the dépôt there return with as many cases of potatoes and as much chocolate as can be brought on the sledge, which extra supply will give an ample allowance of those excellent articles in the event of being detained here during the ensuing winter. To this period we have not lost an

individual of our crew, either by accident or disease; the officers particularly have enjoyed an immunity from sickness which is surprising, with the exception of Mr. Sainsbury, Mate, who, since the winter of 1850, has suffered with a pulmonary complaint that has entirely prevented his participating in the arduous duties of the travelling parties or in the more exciting but not less laborious occupation of hunting over this rugged and severe country; and Mr. Paine, clerk in charge, who had been a great invalid from rheumatism until this last winter, when he has made a most rapid and wonderful recovery, and, at present, is in the enjoyment of more robust health than when he quitted England. I can attribute our excellent salutary state to the causes already alluded to in this narrative, in conjunction with the bountiful supply of game which a merciful Providence has aided us with, and has so materially added to our otherwise scanty ration, as well as the excellence of all species of our provisions, which are certainly of the best description I ever met with, more particularly the superior quality of the lime juice, which, as an antiscorbutic, has proved most inestimable, with the preserved meats supplied by Messrs. Gamble, which, for weight, exemption from bone, and excellence, rank in the very highest scale, and that invaluable vegetable the preserved potato manufactured by Edwards.

Sir, I have nothing more to add to this narrative, except to state that I forwarded a list of game killed, and a monthly abstract of the meteorological journal, which has been registered every alternate hour since leaving England by the respective officers of the watches, and carefully arranged and tabulated by Mr. Court, second Master, which complete tables, I hope, with other interesting observations, to be enabled to carry safely home in the ship.

And, having particularised the officers in the various services they have been employed upon, I cannot conclude without expressing the extreme satisfaction that the crew have given me upon all occasions, when, in the perilous passage of the Polar Sea, activity, energy, and arduous duty was required, as well as during this long period of inactivity, they have been characterised by cheerfulness, propriety, and good conduct, which fully entitle them to the most favourable consideration of their lordships.

ROBERT M'CLURE, Commander.

Bay of Mercy, Baring Island, April 5th, 1853.

Lat. $74^{\circ} 6' 34''$ N., long. $118^{\circ} 15'$ W.

TABLE showing the mean height of Barometer with the Temperature of the Air on board H.M.S. "Investigator" from August, 1850, to March, 1853.

Year and Month.	Barometer.			Temperature of Air.			Mean Force of Wind.
	Maximum.	Minimum.	Mean.	Maximum.	Minimum.	Mean.	
1850.							
August. . .	30.060	29.300	29.751	+50	+27	+36.5	3.5
September. .	.650	.470	.809	+46	-1	+20.2	3.6
October . . .	.180	.380	.861	+24	-23	+0.2	2.0
November. .	.270	.160	.739	+7	-32	-10.2	3.1
December . .	.580	.480	.978	-4	-40	-23.4	2.5
1851.							
January . . .	.570	.400	.885	-15	-51	-32.5	
February . .	.690	.030	.958	-0	-51	-37.7	
March . . .	.720	.398	.946	-5	-51	-28.8	
April . . .	.610	.410	30.087	+38	-32	-4.8	3.1
May. . .	.600	.560	.023	+47	-5	-18.9	2.2
June . . .	.160	.470	29.837	+53	+27	+36.1	3.5
July . . .	.080	.450	.756	+52	+32	+37.5	3.0
August. . .	.400	.300	.865	+52	+21	+37.6	2.8
September. .	.270	.450	.876	+43	+1	+24.6	3.1
October. . .	.200	.300	.877	+26	-22	+3.3	1.9
November. .	.750	.630	30.097	+10	-40	-15.2	1.8
December . .	.810	.490	.046	+11	-44	-20.0	3.5
1852.							
January . . .	.600	.280	29.841	+8	-51	-27.3	3.4
February . .	31.000	.070	.777	-1	-47	-25.8	3.1
March . . .	31.000	.410	30.082	+5	-62	-28.4	2.0
April . . .	30.430	.520	.164	+31	-38	-1.4	2.5
May. . .	.250	.600	29.087	+37	-25	+10.2	2.6
June. . .	.100	.430	.758	+51	+11	+31.5	3.1
July . . .	.000	.370	.749	+52	+30	+36.7	2.9
August. . .	.170	.400	.816	+52	+19	+33.2	2.9
September. .	.100	.070	.785	+38	-4	+20.1	3.6
October . . .	.300	.440	.986	+16	-38	-5.6	2.2
November. .	.680	.460	.978	+9	-43	-16.5	3.1
December . .	.670	28.970	.944	-4	-48	-26.1	3.7
1853.							
January . . .	.120	29.180	.748	-16	-65	-48.87	4.05
February . .	.580	.400	30.058	-13	-57	-38.50	2.50
March . . .	.720	.540	.048	+17	-58	-25.4	2.30

Yearly Abstract.

1850.			1852.		
Barometer.			Barometer.		
Maximum	.	30·650	Maximum	.	31·000
Minimum	.	29·160	Minimum	.	28·970
Mean	.	29·828	Mean	.	29·906
Air.			Air.		
Maximum	.	+5	Maximum	.	+52
Minimum	.	-40	Minimum	.	-52
Mean	.	4·66	Mean	.	+0·05
1851.			1853.		
Barometer.			Barometer.		
Maximum	.	30·750	Maximum	.	30·72
Minimum	.	29·030	Minimum	.	23·180
Mean	.	29·934	Mean	.	29·960
Air.			Air.		
Maximum	.	+52·0	Maximum	.	+17
Minimum	.	-51·0	Minimum	.	-65
Mean	.	+1·58	Mean	.	-35·92

ROBERT M'CLURE, Commander.

The foregoing closes the public dispatches of Captain M'Clure. We now add the following private letters, without which the subject would not only be incomplete but we are desirous of preserving the sentiments expressed in them as doing honour to the head and heart of the writer.

The following letter from Commander M'Clure to his sister, Mrs. Thomas E. Wright, of Dublin, has been communicated to a Dublin paper by Dr. Wilde:

H.M.S., *Investigator*, Bay of Mercy,
Polar Sea, April 10, 1853.

Communication by post from this region of the globe is rather unprecedented, but nevertheless I hope it will arrive at its destination, and be the means of allaying for the present any apprehension for our safety. I sent a letter to you, with my dispatches, from Cape Bathurst, by the way of the Mackenzie River, in August, 1850. A skin-clad chief of the tribe fishing at the cape was the emissary, and I hope that he proved faithful to his trust. Since that period I may say we have been the inhabitants of a living tomb, for, with the exception of a few natives we saw for about an hour upon Prince Albert Land, in the summer of 1851, and from whom we obtained some interesting information, not a strange face have we seen. It is unnecessary to enter very largely into our proceedings during this most anxious, difficult, and most dangerous voyage, as most probably my dispatches to the Admiralty will be published, by which you will learn everything, and a most dry production you will find it. I shall therefore briefly mention that we succeeded in the discovery of the long-sought for

North West Passage, which has baffled maritime Europe during the last 400 years, thereby adding another laurel to Old England's name and glory, and a memorable event to our dear little Queen's reign. We have circumnavigated a very large island, its northern extreme being the cliffs of Banks Land, separated from the main land of America, (I think it is, and not an island,) which part I have called Prince Albert Land, as we have connected it with Victoria and Wollaston Land by the Prince of Wales Strait, through which, on the 26th of October, 1850, was the important discovery of the passage established, by the connecting of the waters of this strait with those of Barrow, which was accomplished by a travelling party with a sledge, consisting of six men, an officer, and myself, and bitter cold work it was at that advanced period of the year, particularly as the ice we had to sleep on was not sufficiently snow-covered to keep us dry, which, during the usual time of travelling in these regions in the spring, is always the case, of which we had now ample experience, and it is then warm and comfortable under the tent. Our expedition was short, and that certainly was an advantage, only occupying ten days going over 180 miles of ice. I nearly made a bad termination of the otherwise interesting trip. The last day, I left the sledge for the purpose of getting on board some time previous to the party, that a few comforts might be prepared on their arrival; we had about 15 miles to go. Shortly after quitting them it came on a thick mist, but as long as it continued daylight, and I could see my compass, I got on pretty well; but at five o'clock darkness set in, and I very soon lost my way, got entangled amidst heavy ice, rough and uneven as a stonemason's yard, having much snow, through which I was tumbling and floundering at the risk of breaking my legs, arms, or neck, so of necessity I was obliged to stop, and being much exhausted, having had nothing since a scanty seven o'clock breakfast, I made myself a comfortable snow bed under the lee of a large piece of ice, burying my feet up to the knees to keep my toes from being frostbitten, soon fell into a doze, and about midnight was aroused by a bright meteor flashing across the heavens, so got up and found a fine starlight night with a brilliant aurora, and, starting in the direction of the ship, was in hopes of getting on board. However, having expended all my ammunition, I could not attract the attention of those in the vessel, and so, to make a long story short, I wandered about until daylight, when I had the extreme satisfaction of finding I had passed her about four miles. In proceeding to her I came upon several fresh footsteps of bears, but arrived safe at half-past eight, none the worse, although the thermometer was 15° below zero, having been twenty-five hours without anything to eat. For this and many other mercies which have been signally extended to us all during this most perilous voyage our heartfelt thanksgivings and praises are due to that beneficent Providence, whose protecting finger alone could have directed our path in a sea through whose ice-encumbered surface the power and ingenuity of man could not have advanced the ship one yard. Surely one moment's reflection when contemplating

these mighty works of nature, brings conviction to the mind, that the same arm that sustained the first ark of Gopherwood as it floated over the waters of an engulfed world, has guided this our ark of British oak; and that its inmates will return in safety to enjoy the blessings of their native land, which will be another miracle of Divine mercy. I often say with Menochs' wife, "If God had intended to kill us he would not have shown us so many mercies."

In 1850, not being able to find a harbour, we wintered in the pack, a very dangerous thing, as we found in the *Terror*, but received no damage. In April, 1851, several travelling parties were dispatched in different directions, but no tidings whatever of poor Franklin; and learning upon the return of one which went towards Wollaston Land, that a party of natives had been seen, but from only being able to communicate by signs, no information was obtained, I started with the interpreter, who is a Moravian brother belonging to the Labrador mission, and, being only seventy miles off, we soon found them, and a most intelligent and interesting tribe they were; but they were very much frightened at us. When at some distance they made signs for us not to approach, shouting frequently, "Oh! we are very much afraid." These people never quit this desolate land, and are the farthest north. They mentioned that along the coast there are many Esquimaux, and that those furthest south trade with the people which inhabit a large land opposite, of course the north shore of America. Now, is it not shameful that the Hudson Bay Company know nothing of this people, and that their charter should remain a dead letter, for their title to it mainly rests upon their exertions to civilize the heathen; but it appears very evident that provided they obtain "peltries," little is thought of the rest. Surely such should not be tolerated. Intelligent missionaries from Greenland or Labrador of their own countrymen would very soon bring these kind and simple people—for those upon this land, being uncontaminated by intercourse with civilized man, are in their primitive condition—would soon lead them to embrace the truths of the Gospel, for which they are certainly half prepared. I hope our coming this way may be the means of compelling the Hudson Bay Company to pay some attention to the necessity of Christianizing these simple people.

The ice broke up in July, but finding we could not get into Barrow Strait, from strong N.E. winds setting fresh in upon us, I determined in August to try the passage through the Polar Sea and came into the above Strait to the west of Melville Island, in which transit we had to contend with many dangers; but arrived here safe on the 24th September, by running upon a mud bank during a thick snow storm, where we have since remained—not, however, on top of the bank.

On the west side of this island, about 500 feet above the level of the sea, and a little inland, we discovered a range of hills, composed of trees in all states—from a petrification to a chip that would burn, and a large bivalve, as large as an oyster, but of the description of a cockle, the most perfect fossil. I take this as a further proof, if any

more are required, of the universal deluge; for surely such timber or such shell-fish do not belong to those regions, our largest timber at present being the dwarf willow, whose stem is about the size of a tobacco pipe, upon which the deer feed. These animals are in great abundance, we having killed nearly 120. This providential supply of excellent fresh meat has kept us in perfect health, having also many hares and ptarmigan, with wildfowl, during the summer.

In April, 1852, I went to Melville Island, about 150 miles, in hopes of meeting some ship from Captain Austin's expedition, and was sorely disappointed, as I had calculated upon it, or else on finding stores. The only notice met with was a few lines left upon a large block of sandstone at Winter Harbour by my friend M'Clintock, of 3, Gardiner's Place, Dublin. It is curious that two Irishmen, one coming round the world by the east, and the other by the west, should leave a notice upon the same stone.

The summer of 1852, being only a mollified continuance of winter, the ice has not broken up, so we remain firmly fixed. It is therefore necessary this year to send half the crew home—some by the whalers in Baffin Bay and others by the Mackenzie river, to meet the contingency of another year's residence in this land of desolation, as otherwise our provisions would run out. I hope this measure, which I have adopted solely upon my own responsibility to endeavour saving the ship, as well perhaps as a little pardonable vanity in wishing to bring her as a trophy to England, will be approved of by the Admiralty. If we do not get out this year it will be then our fate to quit her next April, when I shall go direct to Port Leopold, where there are good supplies and a boat capable of carrying us to the whalers or the Danish settlements, should a man-of-war be not sent for us. In the event of the latter, my friend M'Clintock will most probably be selected to command her, by whom you may send out a few lines.

The health of the crew has generally been most excellent, although this has been a trying winter to all, the thermometer falling to 65° below zero, a temperature never before known, and very unlike our two preceding years, when 52° was the lowest. However, we have had only five cases of scurvy of any consequence, and now all are rapidly recovering, so that when the travellers leave I expect to have only one case upon the sick list. Nor have we lost a single man either by disease or accident—a degree of health and exemption from accidents I should say unequalled by any society consisting of the same numbers in any part of the world. Why these blessings should be bestowed upon one so unworthy and so undeserving as the writer of this, often causes much reflection, and I can only feel that "He will have mercy upon whom he will have mercy;" and, moreover, endeavour, feebly indeed, to put in practice the words of the wise king, "Trust in the Lord with all thine heart, and lean not unto thine own understanding. In all thy ways acknowledge him, and He shall direct thy path."

You can observe by the address of this that it was written before I had any idea of receiving any communication from England, or, indeed,

if ever I should revisit my native land. Now a wonderful and overruling Providence has directed a party detached from the ship of our countryman, Captain Kellett, to this Bay (Mercy). The officer, Lieutenant Pim, appeared amongst us as an apparition; having advanced some distance before his sledge, he came close to the ship unnoticed, being taken for one of our own people. When the mistake was discovered I cannot even faintly convey to you the sensation experienced by my crew—from despondency they were at once raised to the very height of exultation and delight. We now, God be praised, consider ourselves saved. The next day, April 7th, I proceeded across the Straits to visit our preserver, and the reception given me, I need not tell your warm heart, has amply compensated for our deprivations and miseries. I still continue on board the *Resolute*, and shall not return for another week to Mercy Bay.

Your ever affectionate brother.

ROBERT M'CLURE.

The following letter from Commander M'Clure, of H.M.S. *Investigator*, written from Captain Kellett's wintering place at Melville Island, eastward of Winter Harbour, the celebrated place of Parry's first wintering in the Arctic Regions, has been published in a Wexford paper. Commander M'Clure is a Wexford Man, and the letter is addressed to his uncle, the Rev. R. W. Elgee:

H.M.S. *Resolute*, Dealy Island, Barrow Straits,
April, 1853.

My dear Uncle,—Your kind and most unexpected letter reached me through a travelling party dispatched by my excellent friend Captain Kellett at a position on the opposite side of these Straits, where we had been frozen in since 1851. The surprise caused by the appearance of strangers, where none were imagined to be within a couple of thousand miles, was more than I can describe, and what can only faintly be imagined by any who have not been similarly situated, particularly when it was ascertained that two vessels and large supplies were so close at hand. The spirits of my crew seemed to revive, and from despondency to joy was but the work of a moment—the sick forgot their maladies, and, jumping from their hammocks, were carried in the stream of human creatures up the solitary hatchway which the severity of the weather allowed of being kept open, rushed on deck to be assured that the strange apparition was actually living flesh and blood, and not denizens of the nether world—for certainly their faces were black as Erebus, from cooking in their tents. When all was discovered to be real, and not a dream, my poor fellows, equally with myself, could not find words to express our thoughts; the heart was too full—it was a call from the grave. Never, I trust, may the feelings of gratitude to the Almighty Disposer of events which then swelled in my bosom pass away. Many and great have been the mercies we have experienced in our long, tedious, and terrible navigation of that fearful Polar Sea, which has for four hundred years baffled

the navies of maritime Europe, and through which the directing finger alone of Providence has safely guided us. All human agency was powerless, indeed, to advance us one yard in its accomplishment amidst the stupendous barriers of ice which never leave its frozen surface.

You will, I am certain, be very happy to learn that the North West Passage has been discovered by the *Investigator*, which event was decided on the 26th of October, 1850, by a sledge party over the ice, from the position which the ship was frozen in; but as in all probability my dispatch will be published, I do not think it necessary to trouble you with further details: sufficient to say, we have been most highly favoured, both as respects the health of all, having only lost one man, who accidentally poisoned himself about a fortnight since, as well as in being able to extend our search in quest of Sir John Franklin over a very large extent of coast, which was not hitherto known, and found inhabited by a numerous tribe of Esquimaux, who had never ere our arrival seen the face of the white man, and were really the most simple, interesting people I ever met, living entirely by the chase, and having no weapons except those used for that object. The fiercer passions of our nature appeared unknown; they gave me a pleasing idea of man fresh from his Maker's hand, and uncontaminated by intercourse with our boasted civilization. All those who traded with the — Company we found the greatest reprobates.

On the 7th of this month I left the *Investigator*, and arrived on board here on the 19th, and was received by Captain Kellet with such a welcome as none but a generous Irish heart could give; indeed, the kindness we have received from all amply repays the toil, difficulties, dangers, and privations which for three years we have endured. If the country and Admiralty only view our services with but a small portion of the interest which those we have met evince, there will be little left to complain of.

Every exertion is now being made to follow up the traces of poor Sir J. Franklin, and if nothing is met with by the numerous parties that are now traversing the shores of this inhospitable and inclement country, nought will ever be heard to throw a light upon his mysterious fate, and search will have arrived at its utmost limits. I know nothing of the *Enterprise*, and can only regret her leaving us.

The foregoing letters, which do honour to their author, conclude, for the present, our digressions on the subject of Arctic Proceedings. We say for the present, as it will naturally be resumed in the approaching season, all hopes having now ceased of any further arrival this year from Sir Edward Belcher.

It has been well observed that we have arrived at an epoch in Arctic Discovery, as that of the discovery of the existence of a N.W. passage to the Pacific Ocean most assuredly forms one. But it has not been made without a heavy sacrifice of life, should no further traces be found of Franklin's party. But it is a remarkable feature respecting Franklin's party that not only no other vestiges of

them have been found than those of Beechey Island, but that, also, one single bottle paper only has found its way to us of the numbers which we may have considered him to have thrown overboard. Certainly, the ice would form another impediment to the many others which peril the safety of these brittle messengers. The bottles found in the Sea of Kara, S.E. of Nova Zembla, which have created so much curiosity of late, as possibly having been sent adrift by Franklin, turn out to have no connection with him whatever. They have been recognised by persons competently informed on the subject to be the same as those made at Hammerfest, near the North Cape, and used by Norwegian fishermen for the purpose of floating their nets. This conclusion terminated all speculation as to their origin, and leaves the subject of Franklin's safety as blank as before.

We have also to thank Mr. Barrow for the following account of a letter from an officer of the *Resolute* to his mother.

I hasten to give you the first account of —— letter, which arrived this morning, bearing the last date April 3rd. He was to start next day on an expedition of seventy days, with Lieutenant Meham, to the west. He writes in the highest spirits, and says it is a "glorious place" and will not believe that Franklin can be dead if he had fallen on a Melville Island, as he considers the miseries are only for those who make them so. He had been out for twenty-five days in the autumn in his sledge, *Perseverance*, with the motto, "Dum spiro spero." He had acted in a play, wearing a low dress, with the thermometer at zero! He says that if any ship remained he would try and do so, as he liked the station so much. Captain Kellett had given him the meteorological journal to keep, which gave him plenty to do, so that he did not find the time long.

With reference to the petrifications on Baring Island, mentioned by Captain McClure in page 80, the following extract from "Wrangell's Siberia," showing that the same was found on the Island of New Siberia by the Russian officers, will, no doubt, interest the geologist.

Of these Hedenstrom observes, in another place, "On the southern coast of New Siberia are found the remarkable Wood Hills. They are thirty fathoms high, and consist of horizontal strata of sandstone, alternating with strata of bituminous beams or trunks of trees. On ascending these hills, fossilised charcoal is everywhere met with, covered apparently with ashes, but on closer examination, this ash is also found to be a petrification, and so hard that it can scarcely be scraped off with a knife. On the summit another curiosity is found, namely, a long row of beams, resembling the former, but fixed perpendicularly in the sandstone. The ends, which project from seven to ten inches, are for the greater part broken. The whole has the appearance of a ruinous dyke." Lieutenant Anjou, who likewise examined these wood hills, says, "They are merely a steep declivity, twenty fathoms high, extending about five wersts along the coast. In this bank, which is exposed to the sea, beams or trunks of trees are found, generally in a horizontal position, but with great irregularity, fifty or more of them together, the largest being about ten inches in diameter. The wood is not very hard, is friable, has a black colour, and a

slight gloss. When laid on the fire, it does not burn with a flame, but glimmers, and emits a resinous odour."

The volcanic appearances on Cape Bathurst were also observed by Sir John Richardson, in 1848.

ARCTIC VOYAGERS.

		Lat. N.	Long. W.
Franklin, 1st land expedition	1819-21 Fort Enterprise, N. America	64 20	112 0
Parry, <i>Hecla & Griper</i> 1819-20	Winter Harb., Melville Is.	74 45	110 0
Parry, <i>Fury and Hecla</i> 1821-23	{ Winter Isle, Lyon Inlet	66 20	83 20
	{ Ighoolik Is., Melville Pen.	68 30	82 0
Parry, <i>Hecla and Fury</i> 1824-25	Pt. Bowen., Pr. Regent In.	73 20	88 30
Franklin, 2nd land expedition	1825-27 Ft. Franklin, Gt. Bear Lake	65 20	123 10
John Ross, <i>Victory</i>	1829-33 Felix Harb., Gulf of Boothia	70 0	92 45
Back, land expedition	1833-35 Ft. Reliance, Gt. Slave Lake	62 30	109 0
Back, <i>Terror</i>	1836-37 Cape Comfort, Fox Channel	65 15	88 0
Dease & Simpson, boat expedition	1836-38 Ft. Confidence, Gt. Bear L.	67 0	119 0
John Rae, boat expedition	1846-47 Repulse Bay	66 35	86 50
Franklin, <i>Erebus and Terror</i>	1845-46 Beechey Is., Erebus Bay	74 50	90 50
Jas. Ross, <i>Enterprise & Investigator</i>	{ Pr. Regent In., N. Somerset, and Maxwell Bay to Cape Hurd searched	74 0	90 0
Richardson, boat expedition	1848-49 Fort Confidence	67 0	119 0
Moore, <i>Plover</i>	{ Port Providence, Tchouski Nos	64 30	170 7
	{ Chamisso Island		
	{ Port Clarence		
Hooper, boat expedition 1849-50	Ft. Franklin, Gt. Bear Lake	65 20	123 10
Pullen, boat expedition 1849-51	Ft. Simpson, M'Kenzie River		
Saunders, <i>North Star</i>	1849-50 Wolstenholme Sound	77 40	70 0
Collinson, <i>Enterprise</i>	1850-53 Behring Strait?		
M'Clure, <i>Investigator</i>	{ Behring Strait, Mercy B., Banks Land	73 15	116 0
	{	74 0	118 10
Austin, <i>Resolute, Assistance, Intrepid, & Pioneer</i>	{ Queens Chan. and Pr. of Wales Land discovered, and, with Lancaster Sd. to Banks St., Jones Sd. and part of Baffin B. searched	74 30	96 30
John Ross, <i>Felix</i>	1850-51		
Penny, <i>Lady Franklin and Sophia</i>	1850-51		
DeHaven, <i>Advance and Rescue</i>	1850-51 Lancaster Sd., drifting in the pack down Baffin Bay.		
Kennedy, (Bellot,) <i>Pr. Albert</i>	1851-52 Bellot Strait discovered and, with Peel Sd., searched	72 0	95 0
McGuire, <i>Plover</i>	1852-53 Moore Harb., Point Barrow	71 20	156 0
Belcher, <i>Assistance and Pioneer</i>	1852-53 { In progress, Albert Land, N. Cornwall, and Parry Islands	74 50	90 50
Kellett, <i>Resolute and Intrepid</i>	1852-53		
Pullen, <i>North Star</i>	1852-53		

At a public demonstration which has taken place at Lynn to welcome the return of Lieutenant Cresswell, Sir Edward Parry expressed himself thus on the subject of Franklin

In reply to the toast of his health, Sir Edward Parry said—"While we are rejoicing over the return of our friend, and the probable return of all his shipmates, we cannot but turn to that which is not a matter of rejoicing, but rather a matter of sorrow and regret, that there has not been found a single token of our long-lost friends, Sir John Franklin and his companions. Not only has this been the case with the expedition in which our young friend has been engaged, but also with Sir Edward Belcher, who has gone up Wellington Inlet, where I certainly thought traces of him would be found, because at Beechey Island we know he passed the first winter. There we found three graves of his men. That is, up to the present moment, the only token we have received of him. I think it is a most mysterious thing. I have thought about it as much as anybody, and I can form only one idea as to the probable fate of Sir John Franklin. I don't agree with Mr. Cresswell about the probability of both ships having gone down, though nothing has been seen of them. Though it is true that nothing might be seen of the ships, I don't think that the seamen would have all gone. I think that there is that stuff and stamina in 120 Englishmen that, somehow or other, they would have maintained themselves as well as the Esquimaux. They would have found the Esquimaux, and we should have found at least some trace of them. The only thing which I can suggest is this—Wellington Strait was discovered by myself. It is a large opening out of Lancaster Sound. When I was going up westward, from Melville Island, we saw the Strait free from ice, and so I marked it in my charts. It was not my business to go north as long as I could go west, and, therefore, we ran past and did not examine it, but it was always a favourite idea of those who thought a North-West Passage was to be easily made by going north. That, I know, was a favourite idea of Franklin's, and he did intend, if he could not go west, to go up the Wellington Channel. My belief is, that, after he passed the first winter, he did go up that channel, and that having steam-power, which I had not in my time, it is possible he may have gone up in a favourable season. You cannot imagine anything more different than a favourable and unfavourable season, and you cannot imagine the sudden changes that take place in the ice there. I have been for two or three days together beset by ice, and from the mast-head you could not see water enough to float a bottle, and in twenty-four hours there was not a bit of ice to be seen. Nobody could tell why. I cannot tell why. In a favourable season he may have gone up that Inlet, and he might, by steam-power and favourable circumstances, have got so far to the north-west that he could not get back in any ordinary season. And those who knew Franklin know that he would push forward year after year, so long as his provisions lasted; for he was not a man to look back if he believed that

he could accomplish his object. He may have got beyond the reach of our searching parties, for Sir Edward Belcher has not been able to get far up. Gentlemen, while speaking of Sir John Franklin, everybody will feel sorrow for his probable fate. My dear friend Franklin was sixty years old when he left this country, and I shall never forget the zeal, the almost youthful enthusiasm, with which that man entered upon his expedition. Lord Haddington, who was then First Lord of the Admiralty, sent for me, and said, 'I see by the *Navy List* that Franklin is sixty years old—do you think we ought to let him go?' I said, 'He is a fitter man to go than many I know, and if you don't let him go he will die of disappointment.' He did go, and he has been gone for years, and, therefore, I will leave it to yourselves to consider what is the probability of the life of that valuable man. In the whole course of my experience I have never known a man like Franklin. I don't say this of him on the principle *de mortuis nil nisi bonum*, for he really was a man of remarkable capacity, with all the tenderness of heart of a simple child, and the magnanimity of a hero. It is recorded of him that he would not kill a mosquito, but whether or not, that is a true type of the tenderness of that man's heart."

THE LATE LIEUTENANT BELLOT.

The reader will perhaps consider it not out of place to conclude these interesting Arctic dispatches with a notice of the proceedings that have taken place in London to mark the feeling of respect entertained for the memory of M. Bellet, by preserving some substantial indication of that high esteem which he had won, not only from his companions in the arctic ships, but also from all who had known him in this country, and from whom that feeling had become so general. With this object a meeting was held on the 4th of November, at which Sir R. Murchison, the President of the Geographical Society, was Chairman, supported by the First Lord of the Admiralty, Sir James Graham, Sir Edward Parry, and many distinguished persons, by whom the room was crowded. Sir Roderick Murchison opened the proceedings with a sketch of the public life of M. Bellet, taking a general view of the circumstances under which he had joined in the search for Sir John Franklin and his thorough devotion to the cause which he had adopted, and read some gratifying testimonials of the esteem which his noble conduct had gained him from Lord Clarendon, Lord John Russel, and the whole Board of Admiralty, and stating that, notwithstanding several places in France, and particularly Calais, had desired to become the site of the testimonial which our country men proposed to establish, it had been considered by the Committee that the neighbourhood of Greenwich should be the most fitting place, and, accordingly, it would be placed there. Sir James Graham, in moving the first resolution, then said:—

Sir Roderick Murchison, ladies, and gentlemen, I gladly obey the call of the chair, and I rise for the purpose of moving the first resolution. You have heard in touching, though in a foreign, language, the sentiments of the French minister with regard to the distinguished officer to whom we are about to offer a testimonial. I, in our native language of simplicity and purity, shall endeavour to lay before you what are, I am convinced, the sentiments of that gallant profession with which for a short time I am officially connected; and, if I mistake not, the resolution I am about to move, embodies the feelings, not only of this assembly, but also of the nation of which it is so small a portion. It will not be necessary for me, after the interesting and elaborate details which the chairman has presented to the meeting, to go into any long description of the great scientific exploits of the distinguished Bellot. The chairman has told you, and has told you truly, that this is no ordinary occasion. I agree with Lord Ellesmere in the opinion which he has expressed, that our meeting to-day is convened in the spirit of national benevolence and peace, and I have therefore peculiar pleasure in appearing before you. (Cheers.) It was a remarkable circumstance in the life of Lieutenant Bellot that his services in the early part of his career in the navy of his own country were constantly associated with the gallant services of the British navy. (Hear, hear.) You have heard how he conducted himself in Rio de la Plata; you have heard how in that great and noble service, the suppression of the slave trade on the eastern coast of Africa, in the Straits of Madagascar, he greatly distinguished himself. But there was also a period to which my friend in the chair shortly adverted, and which is memorable in the life of Lieutenant Bellot. He served in the Pacific at a moment when a passing cloud of national difference somewhat overhung the relations between England and France, and it is remarkable that at that very moment, when perhaps something of jealousy or angry feeling might have pervaded the sailors of those two great maritime powers, Lieutenant Bellot was distinguished in the British navy, and by the officers with whom he was then associated, by the distinctive appellation of "L'Ami des Anglais." (Cheers.) Now, happily, all such differences are at an end; that cloud has passed away; it is no distinction to a French officer to be called "the friend of the English," for France herself is the friend of England. (Loud cheers.) I may be permitted to tell you that for the last four months, during which, in the interests of peace, and with an earnest desire to preserve the tranquillity of the world, the fleets of France and England have been lying side by side, from the admiral on the deck to the lowest cabin boy below, not one single instance has arisen of any quarrel partaking of a national character. (Cheers.) Friendship and cordiality have marked both services; and I regard this as a happy omen of that peace which we sincerely desire, of that peace which is the perennial source of the prosperity of nations and the great mainspring of the progressive improvement and happiness of mankind. (Cheers.) Now, gentlemen, the next trait in the life of Lieutenant Bellot has been alluded to by our chairman, his distinguished and dis-

terested services in aid of the noble efforts of Lady Franklin, made in the earnest hope that by her own personal endeavours, from her own humble means, some trace might, of the existence, the prolonged existence, of her late lamented husband. It was the glory of Lieutenant Bellot to assist Lieutenant Kenedy gratuitously in those services of which his own daring and skill were the mainsprings; and I am well informed that at the close of the expedition, when those with whom he had associated parted from him, among the gallant English sailors—who had served with him—there was a unanimous feeling that if Lieutenant Bellot should be appointed the commander of any such expedition, they would most cheerfully volunteer to serve under him. Now, I have alluded to the transient circumstance of my official position, which makes it, perhaps, not inopportune that I should appear here to-day. But I am about to narrate to you a circumstance which made it peculiarly a duty on my part to come and bear testimony to the meritorious conduct of Lieutenant Bellot. When last year it was determined to send a small expedition under the command of that distinguished officer—no longer Commander, but Captain Inglefield—(cheers)—to the Arctic seas, the steamer selected was not a large one. The volunteers who crowded to serve under Lieutenant Inglefield were numerous—both officers and men, the complement was at once filled up, and there was a difficulty with respect to any spare accommodation. Lieutenant Bellot pressed to be admitted as a volunteer. On that occasion his application was made to me, in the first instance by himself. I resisted it. I was afraid that considering the crowded state of the ship and his rank in the French navy, accommodation such as the Admiralty would wish to afford could not be given, and that inconvenience and discontent would probably be generated in the ship. Lieutenant Bellot pressed his application notwithstanding my refusal in the first instance. He even sought to bring to bear upon me official influence. Others seek favours in the shape of official appointments, but the favour that he sought was only that he might be allowed again to enter a British ship, and join his British comrades in encountering dangers. With no reward in view, nothing but honest fame being his object, he actually persuaded the French ambassador to request, almost as a national favour that he might be permitted to go. (Cheers.) I could not resist such an application. (Cheers.) I laid the case before Captain Inglefield; and that officer said, "By all means let him come as a comrade; we shall rejoice in his society." Lieutenant Bellot said, "Give me but a plank to lie upon, a corner wherein to put my clothes; I ask no more." The Officers said, "Let us have him as an associate." And I believe I may say that Captain Inglefield abridged somewhat his accommodation, and that the other Officers all abridged theirs, and that, except Captain Inglefield himself, Lieut. Bellot had the best accommodation in the ship. (Cheers.) Well, now, what was his conduct under such circumstances? What are the real characteristics of a distinguished naval officer? I should sum them up in assiduity in the discharge of his duties, gallantry in the hour of danger, and obedience to command. Now, what does

Captain Inglefield report under each of these heads? With respect to assiduity, Lieutenant Bellot was an example to all on board the *Phœnix*. Late and early he was employed in scientific pursuits. The dip of the needle occupied his attention by day, and in that almost rayless region, where what is night with us would almost be accounted day, solar observations were pursued by him unremittingly. With respect to gallantry, there never was an occasion on which danger was to be braved or difficulty to be confronted when he was not a volunteer. His life was lost in a service of danger for which he was a volunteer—(hear, hear)—and before I sit down I shall have strictly to narrate to you the circumstances which closed his honourable career. Well, now, I will give you a specimen of his obedience to command. He was under no direct control, because he was a volunteer and a visitor, but such was the nicety of his feelings that Captain Inglefield assures me there was no officer more ready to anticipate his wishes than Lieutenant Bellot. (Hear, hear.) Perhaps what I am about to mention may appear a trifling circumstance, but trifles illustrate character. (Hear, hear.) You are aware that in that northern region the dog of the Esquimaux is the companion of the native in his danger. It is an animal of peculiar sagacity, and remarkable for the assistance it affords in those dangerous parts. Naturally those on board with their eyes frequently turned towards home, wish to bring back some living trophy of these regions, and there is generally a great desire felt to bring home animals of this description. Different officers had obtained dogs, I believe to the number of eight, for that purpose, and Captain Inglefield was forced to prohibit any more being brought on board. It transpired that Lieutenant Bellot, recollecting also his native land, and wishing to take home some little trophy of his services, was desirous of having a dog of this description. When Capt. Inglefield heard that such was his desire, he called Lieutenant Bellot into his cabin and told him that any prohibition with respect to the increase of the number would not apply to him, and begged him to consider himself exempt from its operation. Such, however, was Lieutenant Bellot's nicety of feeling that, though his wish had been strong in the matter, he obeyed the order to the letter, and no animal was brought on board by that officer. (Cheers.) Well, now, it is my duty, I think, shortly to describe to you the concluding scene of his life. Captain Inglefield had left the ship himself determined to brave the greatest danger, endeavouring to open a communication with Sir E. Belcher by a journey over the ice in fact. He had left the ship to Captain Pullen. Captain Pullen, in his absence, was anxious to make a communication to Captain Inglefield. It was a dangerous expedition; Captain Inglefield's bright example was not easy to follow in that trackless region. Lieutenant Bellot volunteered for that service. His offer was accepted; and he left the ship with four British sailors, a sledge, and a slight India-rubber canoe. Very shortly after his leaving the ship arose that fearful storm of the 18th of August, which destroyed the *Breadalbane*, which was in company with the *Phœnix*. The ice closing in upon her in a gale of wind, such as had hardly ever been

known in those arctic regions, the *Breadalbane* was crushed in a moment. The *Phoenix* was in the greatest danger. The strong deck of that ship bulged under; her main timbers were strained to an extent which endangered her very existence. In that fatal storm in which one ship was lost and another all but lost, Lieutenant Bellot and his four followers had to encounter the frightful gale. The first effects of that gale was to sever the ice from the beach. Lieutenant Bellot immediately when he saw that the floe on which he then was, was drifting from the shore, hastened to send two of the four men who were with him in the small canoe to the main land. They succeeded in effecting a landing; but to return became impossible. The floe drifted rapidly away, and the danger of these two men and of the gallant French officer became imminent and apparent. Observe, he was not the first himself to go in the canoe to dry land. (Hear, hear.) He saw the full extent of the danger. When the storm which was raging had almost destroyed himself with the two remaining Englishmen, he expressed the joy which he felt that the two other men were saved, and that he was with the two sailors who were still exposed to danger. Snow was descending in large quantities. He taught them how to shelter themselves on the floe, by accumulating the snow into something in the shape of a hut. They remained hutted. He twice went forth to see in which direction the floe was being drifted. A third time he went forth, and he returned no more. I should tell you, ladies and gentlemen, that his exhortations to these two men have been narrated to British officers and British seamen. He reminded them of their duty, that duty common to Frenchmen and Englishmen, in the extremity of distress, not to be disheartened; and, above all, he exhorted them to look to that quarter from which alone in the last extremity assistance can be expected. (Hear, hear.) He begged them to remember that overruling Providence which had saved them in the midst of so many and such great dangers. It was the will of that Providence that he should not survive; it was the mercy of that Providence that the two men who were his companions should, in the course of eight and forty hours, be drifted back almost to the very place where they had left their companions, and they have survived to tell the story. Now, ladies and gentlemen, an appeal indeed has been made to your generosity on this occasion. But it is not the first appeal. Captain Inglefield, when he paid off the *Phoenix* the other day, mentioned to his gallant companions that some such opportunity as this would be given, and said he thought something was due from the companions of Lieutenant Bellot. What was the conduct of these men—who, after a voyage of six months, had some trifling balance due to them after remittances to their wives and children, and when it had been doubtful whether they would live to come home again? Why, they rushed forward, and it became the duty of Captain Inglefield to restrain their eagerness to contribute out of their humble earnings more than he thought proper. (Cheers.) Silver—gold—was tendered. He said, "No, it is but a small tribute of respect that I ask of you. I will not take much." It is out of your abundance, ladies and gen-

tlemen, that I ask you to contribute. (Cheers.) Well, I said that I would not long detain you; but will you permit me to express to you one feeling more? I am addressing a Christian assembly; and I have told you what was Lieutenant Bellot's feeling, what his exhortation, at the moment of extreme danger. His noble spirit in its aspirations lifted him up at once from earth to heaven. It is a question now whether we should erect some frail memorial to his memory. You may write it in marble, you may inscribe it in brass, but it will pass away. But there is that which survives monuments—honourable fame, duty faithfully performed, the glorious remembrance of gallant deeds. (Cheers.) It is a saying of antiquity, and has been truly said, that the whole earth is the tomb of illustrious men. It matters not whether their bones whiten the shores of the Equator, or whether they are entombed under the eternal ice of the Arctic regions. But I would say to this Christian audience, let us also, while there is time, follow the advice of Lieutenant Bellot. (Hear, hear.) Let us elevate our hearts, let us raise our thoughts above this grovelling sphere of sorrow and disappointment; let us look to those regions where we hope Lieutenant Bellot is now at rest, and where, as one of our old divines has said, with impressive truth, "Eternity is the measure, felicity is the state, angels are the company, and God the portion of the blest." The resolution which I have to move is as follows: "That this meeting, composed of various classes of Englishmen, being anxious to mark their deep sense of the noble conduct of Lieutenant Bellot, of the French Imperial Navy, who was, unhappily, lost in the last Arctic expedition in search of Sir John Franklin, resolve, that their countrymen be invited to unite with them in promoting a general subscription for the purpose of erecting a monument to the memory of that gallant officer, to be placed at an appropriate spot at or near the Royal Hospital at Greenwich." In moving this resolution I beg leave to state that I entirely approve of the general terms in which it is left to the discretion of the committee to decide upon the precise locality in which this monument shall be placed; but I think at or near to Greenwich would be the fittest place, because it was there that when Lieutenant Bellot embarked on board the *Phoenix*, his friends, both French and English, bade him their last adieu.

The Right Honourable Baronet resumed his seat amid loud cheers.

Admiral Sir E. Parry seconded the resolution. He said, if the resolution required any argument to recommend it to a meeting assembled for such a purpose, it had been amply furnished by the eloquent and feeling address to which it had just been their privilege to listen—(cheers)—and he felt confident that that address, coming, as it evidently did, warm from the Right Hon. Baronet's heart—(hear, hear, and cheers.)—had already met with a cordial response from every British heart in that room, and would meet with a corresponding response throughout the length and breadth of the land. (Cheers.) Such sentiments, proceeding from the First Lord of the Admiralty, had already gone far to accomplish the object for which they were assembled. (Hear, hear.) He (Sir E. Parry) must express his thanks

to the Committee for suggesting the propriety of his taking part in the proceedings of that day. There were circumstances in his past life which gave a peculiar interest to the occasion. It was now thirty-four years since he was permitted, in the providence of God, to penetrate through the ice from Lancaster Sound to about 114° of west longitude, near to what was considered the western extremity of Melville Island, Cape Dundas; and although it was not strictly relevant to the matter before them, yet he must be permitted to say, that as one of the oldest of the navigators in that portion of the Polar Seas, it was with intense interest that he lately received intelligence that the last link in the chain of enterprise to which many of the best years of his life were devoted, had at length been completed by the boldness, the skill, and the energy of his countrymen. (Cheers.) It was a very remarkable and interesting circumstance that two ships, the *Hecla*, under his command, and the *Investigator*, under the command of that gallant officer Captain McClure, should have reached two points where, had the periods been the same, they would have been in sight of each other, having come from opposite directions within sixty miles of each other. (Hear, hear.) It was also a very interesting fact that the description which Captain McClure gave of the ice by which he was arrested in Mercy Bay, corresponded precisely with his (Sir E. Parry's) description of the ice by which he was arrested off Cape Providence thirty years before. (Hear, hear.) The names "Mercy" and "Providence" might, he thought, be regarded as a record and acknowledgement that under such circumstances British seamen should look upwards for that help in which alone they could put their trust. (Cheers.) He did not despair of the *Investigator* being released. All that was required for her escape was a narrow lane of water, and it should be recollected that the ice often broke up very suddenly. The death of Lieutenant Bellot was a loss not only to France, not only to the French Navy, of which he was a true ornament, not only to his family and friends; it was a loss to England, which owed him a deep debt of gratitude, a loss to the world, whose citizen in the highest and best sense of the word he assuredly was. (Cheers.) As an illustration of the kindness of Lieutenant Bellot's disposition, his delicacy of feeling, he would just mention that he held in his hand a turncrew made out of one of the boats of the *Fury*, which he had the misfortune to lose in the Arctic regions; this instrument having been brought home for him by the deceased. (Hear, hear.) In conclusion, he begged to say that he heartily concurred in the sentiments expressed in the resolution.

In such sentiments as the foregoing and so well expressed every one must concur;—but one more word on the Arctic voyages.—

The time is now gone by when we might expect more accounts from Sir Edward Belcher this year, and we must patiently await the approaching summer for his further discoveries. Those, with Captain Kellett's, to the north of Melville Island, may be considered conclusive as far as any vestiges of Franklin are concerned. If none are

discovered there, what probability is there of their being found elsewhere; We hear of an expedition being proposed (nay, even announced as decided, a circumstance which we cannot but doubt,) to proceed to the Pole from Spitsbergen! We should have thought that the experience of Parry in 1827 would have been a sufficient warning against such a project. To make an attempt in direct opposition to a failure from physical causes always in operation, in fact, a current from the Polar Sea through the principal channel to the south, if not the only one, excepting that out of Baffin Bay (for what outlet have the waters of the Polar Sea except into the Atlantic?), to attempt to stem this current, and the ice that it brings, in spite of former failures (and for what?) would, indeed, betray a hardihood beyond belief. But to reach the Pole perhaps is the object, for it could not be to seek for Franklin! If this is ever to be done, Spitsbergen should not be the starting post. Behring Strait might be or any point in its neighbourhood of Arctic America or Asia, for the current then might be made favourable. We have heard nothing of Collinson since he passed Behring Strait in 1851. He, indeed, if not on the shore of Arctic America might be so far to the northward as to profit by the easterly set of the waters of the Polar Sea and to be far more likely to reach the Pole, if he desired it, than any ship from the Atlantic. But we have no such anticipations as these, either concerning Collinson or another expedition from this country beyond one to communicate with Sir Edward Belcher next summer. With respect to reaching the Pole, perhaps DeHaven, who, we believe is gone up Smith Sound, will tell us more on this subject when we next hear of him.

Captain M'Clure expresses his regret in one of his letters (page 99) at the *Enterprise* (Collinson) having left him. It is indeed to be regretted that the very object of two ships to keep company and assist each other in the ice has been defeated. But it is no less a source of regret that the *Investigator* did not wait for the *Enterprise* from the Sandwich Islands before passing through Behring Strait!

Rewards offered in the "London Gazette" relating to the Discovery of Sir John Franklin.

Admiralty, March 7th.

Twenty Thousand Pounds Reward will be given by her Majesty's Government to any party or parties, of any country, who shall render efficient assistance to the crews of the discovery ships under the command of Sir John Franklin:—

1. To any party or parties who, in the judgment of the Board of Admiralty, shall discover and effectually relieve the crews of her Majesty's ships *Erebus* and *Terror*, the sum of £20,000; or,
2. To any party or parties who, in the judgment of the Board of Admiralty, shall discover and effectually relieve any of the crews of

her Majesty's ships *Erebus* and *Terror*, or shall convey such intelligence as shall lead to the relief of such crews, or any of them, the sum of £10,000; or,

3. To any party or parties who, in the judgment of the Board of Admiralty, shall, by virtue of his or their efforts, first succeed in ascertaining their fate, £10,000.

W. A. B. HAMILTON, Secretary of the Admiralty.

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EDWARDS' PRESERVED POTATO,

BY ROYAL LETTERS PATENT,

This Economical and Pure Vegetable Diet keeps good in all Climates, and is an invaluable Anti-scorbutic with Salt Provisions.

The Patentees of the PRESERVED POTATO solicit particular attention to the annexed PROFESSORS' CERTIFICATES, GOVERNMENT SPECIAL REPORTS, &c., showing the important advantages of the Potato in a preserved state for Ship or Military Stores, for general domestic use, or for exportation to climates and situations where that most desirable and nutritious Vegetable (the Potato) is not obtainable, or only of an inferior growth or deteriorated state. EDWARDS' PATENT PRESERVED POTATO possesses the inestimable property of keeping, unimpaired by time or climate, (and its cooking is effected in about ten minutes,) proving an immense advantage over Potatoes in their natural state; which, on being stowed in bulk, incipient vegetation almost immediately ensues; causing a rapid loss in weight, and quickly rendering this valuable root positively unwholesome and unfit for food.

This PRESERVED POTATO is prepared from the finest Potatoes, and contains all the flavour and wholesome properties of the vegetable when in its best state; this is authenticated by the Certificates of Professors Brande, Daniell, Dr. Paris, &c.; more particularly by the following chemical Analysis of Dr. Ure, Professor of Chemistry, &c.

"I hereby certify that Messrs. Edwards' Patent Preserved Potato contains by Chemical Analysis the whole nutritious principle of that root in a pure concentrated state, that it contains

*80 parts in the hundred at least of starch; nearly
30 of a soluble fibrine of demulcent antiscorbutic quality
5 of a vegetable albumine of the nature somewhat of the white of egg, and
5 of a lubricating gum.*

The fibrine and albumine render it more light of digestion, and the gum more demulcent to the stomach than wheat flour, with which, also, it may be regarded as nearly equally nutritious, and more so than peas, beans, sago, or arrow-root.

ANDREW URE, M.D., F.R.S.

The value of Edwards' Patent Preserved Potato is proved in its adoption on the various scales of Victualling in the Royal Navy, Transport Services, &c. by H.M. Land and Emigration Commissioners, at Greenwich Hospital, the Hon. East India Company, and the Mercantile Marine generally.

The great economy of Edwards' Patent Potato as a general ship's store (as well as comfort and essential to the health of the men), is established by the scale of victualling for Troops, &c. The equivalent of 1 lb. of the cooked vegetable being supplied three times a week, for 20 weeks, at a cost of about 3s. for each man.

Confining the merits of the Patent Preserved Potato merely to cheapness, no article of stores is less in price; and when its antiscorbutic and other valuable properties are considered, the advantages attending its use will be found to surpass every other description of provisions. Under the conviction of an extensive general demand, the Patentees offer the Preserved Potato to the public at a price (delivered in London FOR CASH) that makes the vegetable, when cooked, as cheap as Potatoes in the ordinary state.

This Patent Preserved Potato is cooked and ready for use in TEN MINUTES by the mere addition of **BOILING WATER** in a basin or other vessel, produces a dish of excellent Mashed Potatoes ready for table. If mixed with the liquor in which the meat is boiled, it makes an excellent cheap and relishing soup.

FOR MAKING A VALUABLE LIGHT PUDDING WITHOUT SHEET OR EGGS.

To 1 lb. Preserved Potato add 1 1/2 Pints of BOILING WATER, let it stand for 10 minutes, then add 1 lb. of Flour and a large tea-spoonful of Salt, mixing the whole quickly together, tie in a Cloth, and boil for 3 hours.

[N.B. FOR CASH on delivery.]

D. & H. EDWARDS & Co., Sole Patentees.

PROFESSORS' CERTIFICATES.

From Professor Brande, F.R.S., Royal Institution.

I have examined Messrs. Edwards and Company's Patent Preserved Potato, and am of opinion that it is a convenient and unexceptionable article, and consists only of the pure vegetable, without any foreign admixture or colouring matter; that with common precaution it may be kept for any length of time, without liability to decay or change; and that its comparative nutritive powers are to those of the fresh Potato as about four to one; one pound of Preserved Potato being the equivalent of about four pounds of the best fresh Potatoes.

WILLIAM THOMAS BRANDE.

From Dr. Ure, F.R.S., Professor of Chemistry.

Messrs. Edwards' process for concentrating the nutritious powers of Potatoes, and preserving their qualities unimpaired for any length of time, and in any climate, is, in my opinion, the best hitherto devised for that purpose, and, chemically considered, the best possible.

I find that one pound of their Patent Potato, when cooked with about three pounds of water, affords a dish equal to a mash of fresh mealy Potatoes. Edwards' Patent Potato will be found an invaluable preparation, not only in sea voyages and tropical countries, but at home in the after part of the season, because it continues uniformly wholesome and agreeable, whereas by this time our Potatoes have become unsound from frost, growth, &c. It also possesses all the antiscorbutic properties of the fresh Potato.

ANDREW URE, M.D.

From Professor Daniel, F.R.S., King's College.

Gentlemen,—I have carefully examined the several specimens of your Patent Preserved Potato which you left with me, and have also read and considered the specification of your Patent, and have not the least hesitation in certifying, that it is a wholesome and agreeable preparation of the nutritious parts of the root, not distinguishable in flavour from fresh and well boiled mealy potatoes. I found no difference between the old and new samples.

If the directions of your specification are carefully followed, I have no doubt that the preparation will preserve its flavour and nutritious properties, in dry packages, for any length of time. When cooked as you direct, I find that the grains swell very much, and when of the usual consistence of well mashed Potatoes, that they have increased in weight from 1lb. to 4½lbs.

Messrs. Edwards & Co.

J. F. DANIELL.

**From Dr. Paris, F.R.S., President of the Royal College of Physicians,
Author of the celebrated Treatise on Diet, &c.**

I have cooked some of the Patent Potato of Messrs. Edwards, and I consider it a very good substitute for the fresh root.

J. A. PARIS.

From A. S. Taylor, Esq., Lecturer on Chemistry, Guy's Hospital.

I have examined the Patent Preserved Potato sent to me by Messrs. Edwards, and beg to certify that it contains all the nutritious properties of that vegetable, and that, in my opinion, it is well adapted as an article of food.

ALFRED S. TAYLOR.

MEMO.—The Patent Preserved Potato having been tested and analysed at Sydney, after the voyage from England, by the celebrated Dr. Bennett, he certifies that its nutritious and antiscorbutic qualities correspond in every respect with the analysis made by Dr. Ure.

Report by Dr. Pereira, author of the celebrated Treatise on Food, &c.

I believe Edwards' Patent Preserved Potato is a wholesome and nutritious food, and is especially adapted for general use and an antiscorbutic at sea.

(Signed)

JNO. PEREIRA, M.D., F.R.S.

London, July 30th, 1851.

Fellow of the Royal College of Physicians, &c.

**N.B.—By Analysis Edwards' Patent Potato is prepared
only from the best quality and selected sound Potatoes.**

EDWARDS' PATENT PRESERVED POTATO.

(From the Right Hon. the Lords Commissioners of the Admiralty.)

Extract of Special Report on the Patent Preserved Potato from Dr. Wilson, Inspector of Hospitals, &c., dated on board H.M. Hospital ship Minden, at Chusan, 17th April, 1843, and addressed to Vice-Admiral Sir W. Parker, Commander-in-Chief in China and the East Indies.

Respecting their general merits as an article of ration, I express the opinion so far as I have had the means of judging, that they possess valuable qualities, they have the general characteristic of containing a large portion of nutriment, are easily cooked, and which is of as much consequence as an article of diet, are palatable.

Extracts from Minutes of Evidence taken before the Select Committee House of Commons on Preserved Meats (Navy), 1852.

26th March. E. A. Smith, Esq., Paymaster and Purser, West India Station.

(examined by Mr. Fordyce),

You stated that you had Preserved Potatoes on board; were the condemnations of them great?—No, I do not recollect any condemnation of them.

Do you think that they are a great comfort to the men?—Certainly.

And ought to be continued?—Certainly; I think they are of great importance to the men when on Salt Meat rations.

J. Selfe, Esq., (with Messrs. Green) examined by Admiral Stewart, Lord of the Admiralty.

Does it answer?—I think it a very good thing.

No complaints made of it?—No.

And it keeps perfectly well?—I have known some sent out for a third voyage.

Do you know whose patent it is?—Edwards'.

ARCTIC EXPEDITION.

Her Majesty's Ships Resolute and Assistance, Pioneer and Intrepid, Steam Tenders, in search of Sir John Franklin, &c., 1850 and 1851.

We the Commanders and Officers employed in the Arctic Expedition under Captain Horatio Thomas Austin, C.B., feel bound to record our favourable testimony to the excellent properties of Edwards' Patent Preserved Potato. In fact, we can scarcely speak too highly of it as a vegetable; being able to use it in various ways, it retained all the virtue, and much of the flavour of fresh mashed potato, during the whole voyage out and home, a period of eighteen months; and that remaining is as good and serviceable as ever. The men having been perfectly free from scurvy, we are induced to entertain a high opinion of its antiscorbutic properties. The whole of the people appeared to relish the Preserved Potato more with their salt meat than with anything else, and infinitely to prefer it to rice, or the mixed vegetable or carrots, with which these ships were supplied.

Signed by the Officers and Surgeons of H.M.S.

Resolute, Assistance, Pioneer, Intrepid.

Extract of Report from John Ward, Esq., Paymaster, R.N.

I beg to observe, that during the period I was paymaster of H.M. ship *Asia*, employed on the west coast of South America, from 1847 to 1851, I had great opportunities of testing the qualities of Edwards' Preserved Potato. I consider them to keep well in all climates, and were of excellent quality, none were condemned or objected to during the above time, although the change of climate from extreme cold to heat was frequent, nor do I recollect of any being condemned in the squadron.

The officers and ship's company at all times gladly availed themselves of taking up their full allowance, and I had frequent applications for an extra quantity had I been allowed to issue it. I am of opinion that my Lords Commissioners of the Admiralty would be conducing much to the health and comfort of the crews of Her Majesty's ships upon foreign stations were they to reduce the oatmeal and peas, (of which there is more than is required,) and issue a proportion of the Preserved Potatoes in lieu on each salt beef day.

(Signed)

JOHN WARD, R.N.,

Portsmouth, 6th May, 1852.

Late Paymaster of H.M. ship *Asia*.

LETTER FROM SIR WILLIAM BURNETT, K.C.H., F.R.S., DIRECTOR GENERAL
OF THE MEDICAL DEPARTMENT OF THE NAVY.

Gentlemen,—I have to acknowledge the receipt of your letter dated the 29th ult., enclosing a testimonial from Captain Sir James Ross, and other Officers of the late Expedition to the Arctic Regions, as to the beneficial qualities of your Patent Preserved Potato, and in reply acquaint you, that I am very glad to see so satisfactory a testimony in favour of the article in question, as forming part of the diet of ships of war on long voyages or cruizes; and as far as I can I shall be happy to promote its more extensive use in the Royal Naval service.

(Signed) W. BURNETT, *Director General, &c.*

*From John Breaks, Esq., Store Keeper, Her Majesty's Victualling
Yard, Deptford.*

I beg to state that Edwards' Preserved Potato, with which I was furnished in August, 1845, for use during my passage out to the Cape of Good Hope, not having been required during the voyage, I kept it by me while residing in that colony for a period of six years, and on my return to England in a merchant ship, I had occasion to use it in August, 1851, when it was daily served at table in excellent condition and much approved. I consider it to be a most desirable and useful article of food, especially on long voyages, and therefore strongly recommend it as invaluable for such purpose.

(Signed) JOHN BREAKS,
Late Agent Victualler Navy at the Cape of Good Hope.

Extract from the Nautical Magazine for December, 1853.

ARCTIC REGIONS.

With reference to the provisions supplied for the several expeditions, we are glad to find Edwards' Patent Preserved Potato maintains its high reputation as an important vegetable diet for Arctic as well as other services. Captain McClure of H.M.S. *Investigator*, in his dispatches from the Arctic regions, testifies as to "the excellence of that invaluable vegetable the preserved potato manufactured by Edwards," which is further confirmed by the following letters from Captain Inglefield and Dr. Charlton, H.M.S. *Phenix*, to Messrs. Edwards and Co., patentees of the preserved potato.

H.M.S. *Phenix*, Nov. 1853.

"I have much pleasure in bearing my testimony to the excellent flavour and quality of the preserved potatoes you supplied me for my last Arctic expedition. The facility with which these potatoes are cooked and their convenient substance, are points of great benefit as regards utility in Arctic travelling, and I can strongly recommend them."

E. A. INGLEFIELD, Captain, R.N., F.R.S.

"It affords me much pleasure in being able to bear testimony to the excellent quality of your preserved potato as supplied to the gun-room of H.M.S. *Phenix*, and which gave the most complete satisfaction to all concerned on board that ship in the Arctic regions.

JNO. F. CHARLTON, M.D., Surgeon, R.N."

Edwards' Patent Preserved Potato is packed in 1 cwt. Metal Cases, of convenient stowage, containing, from its concentrated state, the equivalent of about 5 cwt of that vegetable, (and, there being no waste, is as cheap as common potatoes.)

This Preserved Potato is prepared by merely adding Boiling Water, when, in a few minutes, a dish of excellent mashed potatoes is produced ready for table.

Supplied, in cases containing 112lb., 56lb., 28lb., and 14lb., by all PROVISION MERCHANTS, SHIPS' STORE DEALERS, &c., in the United Kingdom, also, in the East and West Indies, Colonies, &c., &c.

D. and H. EDWARDS and Co., *Sole Patentees.*

1, Bishopsgate Street and Wapping Wall, London.

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